

COUNCIL CORRESPONDENCE UPDATE TO APRIL 3, 2024 (8:30 a.m.)

Correspondence

- (1) E-Comm 9-1-1, March 27, 2024, regarding “E-Comm Board of Directors Nomination | 2024-2025 Term”**
- (2) March 27, 2024, regarding “Apartment Taxes? =+”**
- (3) March 27, 2024, regarding “Ambleside Local Are Plan”**
- (4) D. Marley, March 27, 2024, regarding “Collaborating in Indigenous Privilege”**
- (5) 2 submissions, March 27, 2024, regarding Proposed Woodcrest Townhomes**
- (6) 21 submissions, March 27- April 3, 2024, regarding Proposed Official Community Plan Amendment, Rezoning, and Development Permit for Lots C and D Daffodil Drive**
- (7) March 28, 2024, regarding “Oppose 2550 Queens Ave. Development Application”**
- (8) April 1, 2024, regarding “Mail”**
- (9) April 2, 2024, regarding “Where do seniors walk now?”**
- (10) M. Burns, April 3, 2024, regarding “North Shore Wastewater Treatment Plant”**
- (11) Committee and Board Meeting Minutes – Board of Variance hearing February 21, 2024**

Correspondence from Other Governments and Government Agencies

- (12) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), March 28, 2024 regarding “March 2024 MP Newsletter”**

Responses to Correspondence

- (13) Senior Manager of Parks, April 2, 2024, response regarding “Safety is a Concern in West Vancouver Westhill off-leash Dog Park.”**

From: E-Comm Governance Office <boardandcommittees@ecomm911.ca>
Sent: Wednesday, March 27, 2024 11:43 AM
To: correspondence
Cc: Mike Little; Mark Panneton
Subject: E-Comm Board of Directors Nomination | 2024-2025 Term
Attachments: LTR - 2024-25 Board Nomination - District of West Vancouver (27Mar-24).pdf; Schedule A - Section 4.2 Members' Agreement.pdf; Schedule B - FAQ (27Mar-24).pdf

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Good morning,

The E-Comm Annual General Meeting will take place on Thursday, June 20, 2024 and at that time the Board of Directors will be elected by the Shareholders.

The attached letter details our request for a nominee from your municipality. We respectfully request that you review the attached letter and provide us with written confirmation by Wednesday May 1, 2024.

Thank you,

Legal and Governance Department
boardandcommittees@ecomm911.ca



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VIA EMAIL – correspondence@westvancouver.ca

March 29, 2023

Mayor Mark Sager and Council
District of West Vancouver
750 17th Street
West Vancouver, BC V7V 3T3

Dear Mayor Sager and Council,

RE: E-Comm Board of Directors Designate — 2024-2025 Term

The Annual General Meeting (the “Meeting”) of the shareholders (the “Members”) of E-Comm *Emergency Communications for British Columbia Inc.* (“E-Comm”) will be held on Thursday, June 20, 2024 and, at that time, the Board of Directors (the “Board”) will be elected by the Members for the 2024-2025 term.

Selection of Nominee for 2024-2025 Term

The Members’ Agreement sets out how the Board of Directors will be elected. For your reference, we attach a copy of section 4.2 of the Members’ Agreement, headed “Designation and Election of Directors” as Schedule “A” of this letter.

Your organization falls into the Designated Grouping that is described in subsection 4.2.1.5. Under Section 4.2.1.5, your Designated Group of Members is entitled to nominate two mutually agreed upon individuals for election to the Board of Directors of E-Comm. At present, your grouping is comprised of these municipalities:

	Class A	Class B
City of North Vancouver	2	1
District of North Vancouver	1	1
District of West Vancouver	1	1
Village of Lions Bay	1	-

Nominee Request

Mayor Mike Little, District of North Vancouver represents your municipality on the E-Comm Board of Directors.

In 2023 alone, the E-Comm Board of Directors saw 10 of the 18 nominated Directors turnover (twice in one jurisdiction) affecting the Board’s ability to govern the organization effectively. Given the significant transformation underway at E-Comm and the considerable learning curve that new Directors experience before feeling fully engaged and able to contribute, the re-nomination of Mayor Little will provide the organization with consistency as we continue to move E-Comm forward.

Because your Designated Grouping must mutually agree upon your nominee, **we respectfully request that the District of West Vancouver confer with the other members of your grouping to confirm the re-nomination of Mayor Little for the coming term.**

Alternate Nominees

In the event that the District of West Vancouver does not re-nominate the current Director, it is requested that the nominee possess the experience, skills, and attributes to effectively serve the best interests of all Members and our other stakeholders. The nominee does not need to be an elected official and can be city staff or another



individual connected to your municipality. E-Comm is specifically looking to fill the gaps identified in the most recent Board of Directors Skills Matrix, which highlighted the need for Directors with the following expertise:

- Financial Literacy and Audit
- Information Technology
- Risk and Compliance
- Stakeholder Relations

We note too, E-Comm's objectives to broaden the participation of individuals from underrepresented and marginalized backgrounds, identities and lived experiences. We are working towards ensuring diversity of thought, perspective, and lived experience at the board level.

Next steps

We kindly request that you reply to us with written confirmation by Wednesday, May 1, 2024, of your nominee's name and contact information to the E-Comm Board for the 2024-2025 term.

FAQ

We have included an FAQ document which provides additional information regarding the nomination of Directors to the E-Comm Board as Schedule "B".

AGM Voting Representative

Please note that nominating a director is a separate process from designating a representative to vote your share(s) at the Annual General Meeting (the "AGM") in June. As such, we will contact you again in mid-May with the Notice of AGM and request that you designate one individual to attend the Annual General Meeting of the Shareholders to vote the City of Abbotsford share(s). If you prefer, you can designate your nominee to vote your share(s), which is quite common amongst Shareholders.

If you have any questions, do not hesitate to get in touch with me using the contact information below.

Sincerely,

s. 22(1)



Li-Jeen Broshko, KC
Corporate Secretary

c | 604-375-0333
e | LBroshko@ecomm911.ca

cc Mayor Mike Little, E-Comm Board Director
Mark Panneton, District of West Vancouver, Director, Legislative Services

Agency established for the purposes of holding a Class A Share in place of that Special User becomes a Member.

4. BOARD OF DIRECTORS

4.1 BOARD OF DIRECTORS

The Company shall have a Board comprised of not less than three nor more than twenty-five directors, with the actual number of directors as determined by the Class A Members as provided below.

4.2 DESIGNATION AND ELECTION OF DIRECTORS

4.2.1 The Members shall be entitled to designate directors as hereinafter provided:

4.2.1.1 one individual designated by the BCEHS;

4.2.1.2 one individual designated by Vancouver;

4.2.1.3 one individual designated by the Vancouver Police Board;

4.2.1.4 one individual designated by the following group:

(a) each Police Board which directly holds a Class A Share or Class B Share, other than Vancouver Police Board and Delta Police Board; and

(b) each Police Board which has a Class A Share or Class B Share in respect of Police Services held by its respective municipality, other than Vancouver Police Board and Delta Police Board;

4.2.1.5 such number of individuals as are set forth below, to be designated by the following designated group of Class A Members or Class B Members (each group being called a "Designated Group of Members"), if one or more of the Municipalities within a Designated Group of Members is a Class A Member or a Class B Member, as hereinafter set forth:

No. of Individuals which may be Designated	Designated Group of Members
1	West Vancouver, North Vancouver City, North Vancouver District and Lions Bay
1 or 2	2 individuals if Burnaby, together with any one or more of New Westminster, Coquitlam, Port Moody, Port Coquitlam, Anmore and Belcarra are a Member; provided however that if Burnaby is not a

Member, any one or more of New Westminister, Coquitlam, Port Moody, Port Coquitlam, Anmore and Belcarra which is a Member can designate 1 individual to be a director

- 1 Richmond
- 2 Surrey, White Rock, Langley City and Langley District
- 1 Delta and the Delta Police Board
- 1 Maple Ridge, Pitt Meadows and Mission
- 1 Abbotsford, Chilliwack and Fraser Valley Regional District
- 1 Squamish, Lillooet and Sechelt;

and

- 4.2.1.6 One individual designated by all other Members holding Class A Shares and Metro Vancouver, other than as set forth in Sections 4.2.1.1 to 4.2.1.5, inclusive.
- 4.2.2 The RCMP, and in replacement therefor upon the Government Agency referred to in Section 3.7.1 becoming a Class A Member, that Government Agency, shall be entitled to designate one individual to act as director.
- 4.2.3 If provided in a Special User Agreement entered into pursuant to Section 3.7.2 or if otherwise authorized by the Board under Section 4.11.3, each Special User, and in replacement therefor upon the Government Agency for that Special User referred to in Section 3.7.2 becoming a Class A Member, that Government Agency, shall be entitled to designate one individual to act as director.
- 4.2.4 The group comprised of: the Capital Regional District and those Vancouver Island police agencies, including any RCMP detachment, to which the Company provides police dispatching services shall be entitled to designate one individual to act as director.
- 4.2.5 The Provincial government, acting through the Ministry of Public Safety and Solicitor General, whether it holds a Class A Share or not, shall be entitled to designate two individuals to act as directors.
- 4.2.6 Subject as hereinafter provided, the directors designated pursuant to Sections 4.2.1, 4.2.2, 4.2.3 and 4.2.4 shall designate five additional persons, independent from the Members, to be directors the Company (the "Independent Directors"), who have an interest or expertise in the Purpose or the Company Services to be provided by the Company.

- 4.2.7 The Members agree to vote their Class A Shares for the election as directors of the persons designated pursuant to Sections 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6.
- 4.2.8 For the purposes of Section 4.2.1.5, upon anyone or more Municipalities within a Designated Group of Members becoming a Class A Member or a Class B Member, such Municipality or Municipalities will be entitled to designate the individual to be a director for the purposes of Section 4.2.1.5. As additional Municipalities within that Designated Group of Members become Class A Members or Class B Members, as the case may be, such additional Municipalities shall be deemed to have agreed to the individual as designated and elected a director for that Designated Group of Members and no changes will be required to be made with respect to any such individual, unless such individual shall cease to be a director in any other manner such as resignation, until the next following annual general meeting or annual consent resolution. Prior to any annual general meeting or annual consent resolution of the Class A Members, a Designated Group of Members shall agree on the individual to be designated by them for the purpose of Section 4.2.1.5 within a time period sufficient for that individual's name to be placed before the Class A Members, as determined by the Board.

4.3 VACANCIES ON BOARD

Any vacancies on the Board created by an individual designated under Section 4.2.1, 4.2.2, 4.2.3, 4.2.4 or 4.2.5 shall be filled by an individual designated by the Member or Members who designated the individual who is no longer a director, the Special User who designated the individual who is no longer a director, or the Provincial government, as the case may be, and any vacancies in any Independent Directors shall be filled by the remaining directors in accordance with Section 4.2.6.

4.4 NO RESTRICTIONS ON AFFILIATION TO MEMBERS

Directors designated pursuant to Section 4.2.1 may be appointed or elected officials from a Member or may be persons from the general public with no affiliation to a Member.

4.5 REMUNERATION FOR DIRECTORS

Directors shall be entitled to fees for acting as a director of the Company, as determined in an Authorized Operating Budget. All directors may be paid reasonable expenses incurred when acting as directors.

4.6 QUORUM AT DIRECTORS MEETINGS

The quorum for all meetings of the Board shall consist of a majority of the directors. Meetings of the Board shall be held in accordance with the Articles of the Company and this Agreement.

4.7 EXECUTIVE MEMBER OF THE BOARD

Board of Directors: Common Questions & Background

Q. How should the nominating resolution of our council/board read?

- A. Exact wording is at the discretion of your organization; however council/board motions should include the name of the nominee, specification of the E-Comm of Directors (the “Board”) term (e.g. 2024-2025) and reference to election at the Annual General Meeting of E-Comm shareholders (the “Members”).

For example “THAT (enter municipality/board/organization) nominate (name) to serve as the nominee of (municipality/board/organization) to the Board for the 2024-2025 term, such Board to be elected by the Members at the June 20, 2024 Annual General Meeting.”

Q. What is the role of the Board ?

- A. The Board is responsible for stewardship of the entire E-Comm organization – it provides strategic oversight of the business and affairs of the company. The Directors are also the most senior representatives of the organization to the public and our stakeholders. To conduct its work efficiently, the Board has three standing committees: Finance, Governance and Public Affairs, and People and Culture (the “Committees”).

Q. Who elects the Board?

- A. The Members elect the Board at the Annual General Meeting (the “AGM”) of the Company. A members’ agreement among the Members (the “Members’ Agreement”) sets out who may select nominees to the Board. Nominating entities are expected to select their nominee and advise the Corporate Secretary of the name of their nominee by May 1, 2024 – the candidate is then put forward for election by the Members-at-large at the AGM in June 2024.

Q. What time commitment is required of Directors?

- A: The Board typically holds five regular meetings each year, during business days, typically for four hours. The meeting schedule is published well in advance. The Committees also meet five times each year, during the business day, for approximately two hours each meeting.
- Two additional sessions occur annually: a Board orientation session for new Directors (typically half-day) and a strategic planning session (typically 1-2 full-days).

As a best governance practice, the Board does expect a high attendance rate from its Directors.

Q. Why is the Directors term only one year? Can we nominate someone for more than one term?

- A. E-Comm’s Articles specify a term of one year. Nominating entities may advise the Corporate Secretary in writing if they wish their nominee’s name to stand for election for a specific number of terms (e.g. four). However, the Corporate Secretary must confirm in writing each year that the standing nomination remains intact, however there will be no further action for the nominating entity unless they wish to make a change from their previous direction.

E-Comm Board of Directors: Common Questions & Background

In the case of nominating entities that are part of a grouping, the Corporate Secretary must receive written confirmation from each nominating entity of the standing nomination, including specification of number of terms. The direction must be consistent among all members of the grouping; otherwise all members of the grouping must be contacted each year asking for confirmation of the nomination.

Q. If my organization/municipality is part of a grouping, do we have to agree on the nominee?

A. The Members' Agreement specifies that each designated group of members shall agree on their individual nominee. Consultation on a mutually-agreeable nominee should be undertaken prior to advising the Corporate Secretary of the name of the nominee.

Q. What is the difference between nominating a Board Director and sending someone to the AGM?

A. The individual board nominees, once elected at the AGM, will serve on the Board throughout the coming year, attending various board and committee meetings, and participating in the supervision of the organization's affairs. Your organization's representative at the AGM is simply the person who attends the AGM that day on behalf of your organization, and votes your share on any resolutions or votes which occur at the AGM that day. That person's role and duties cease after the AGM has adjourned.

Q. Why do you contact us in March when the Board is not appointed by Members until June?

A. We provide sufficient notice of the process to allow for conferring with other Members of Member groupings, council and or other motions that may be required.

Q. What do Directors receive for remuneration?

A. Meeting rates are \$397 per meeting (for Directors who are not full-time employees of a Member, the Provincial Government or special user), twice that amount for meetings longer than four hours in duration. Board meetings are generally less than four hours.

Q. Who do I contact with questions?

A. Li-Jeen Broshko, KC, Corporate Secretary, 604-375-0333

E-Comm Board of Directors: Common Questions & Background

About the Annual General Meeting

Q. What is an AGM?

A. A general meeting of all the Members is required to occur at least once annually under the *Business Corporations Act* (BC), which regulates E-Comm’s corporate governance.

Q. What happens at an AGM?

A. The compulsory items on the agenda are the election of directors, the appointment (or reappointment) of the auditors, and the presentation of previous year’s financial statements. Usually, a number of additional items are also placed on the agenda, such as a general report from the directors, or presentations on new initiatives. Special business items could also be dealt with (such as changing the Corporate Articles), but Members would receive notice of any special business with the notice of meeting.

Q. Who should attend AGM?

A. A representative of the Member should attend the AGM to vote on the matters listed above including electing the Board.

Q. What are Members entitled to vote on?

A. Holders of Class A shares have one vote per share on all matters requiring a vote at the AGM, including any items of special business. Class B shares are generally non-voting, except for matters which involve certain fundamental changes – these are listed and specified in the Articles.

Q. What is the voting process at the AGM?

A. Votes are conducted by a simple show of hands (voting cards) unless a Member demands at the meeting that a formal ballot or “poll” vote occur on a particular resolution.

Q. What if no one can attend, can we proxy our vote?

A. Yes. A Member can appoint a proxyholder (in writing) to attend and vote on the Member’s behalf at the AGM. The proxyholder need not be a Member themselves.

Proxies must be in writing, must specify the name of the Member, the identity of the proxyholder, and reference the AGM in question. They must be signed by an authorized signatory of the Member. Proxies must be pre-registered with E-Comm at least 3 business days prior to the AGM.

Q. How will my shares be voted if I return a proxy?

A. Proxies usually grant the proxyholder the ability to vote on all matters at the meeting, in their discretion. If a Member wishes, it can restrict that discretionary power by stating in the proxy form that its shares

E-Comm Board of Directors: Common Questions & Background

must be voted in a certain manner on specified resolutions or votes which it anticipates will be before the meeting. Such language, if included, needs to be clear and unambiguous.

Q. Can a proxy be revoked?

A. Once granted, proxies can also be revoked, but written revocation signed by the Member must be given to E-Comm at least one business day prior to the AGM.

Q. Who chairs the AGM?

A. E-Comm's Articles specify that the chair of the Board will also chair the AGM.

Q. How important is it that we send someone?

A. As a Member we strongly urge in-person attendance to ensure shares are represented.

Q. What if I have a question about the AGM?

A. Contact Li-Jeen Broshko, KC, Corporate Secretary, 604-375-0333

From: [REDACTED] s. 22(1)
Sent: Wednesday, March 27, 2024 3:12 PM
To: [REDACTED] s. 22(1) Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; correspondence
Subject: Apartment Taxes? = +

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[REDACTED] s. 22(1)
West Vancouver,
[REDACTED] s. 22(1)

27 Mar 2024

Dear Mayor Sager and Councillors
District of West Vancouver

Apartment Taxes?

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver.

Strata apartment buildings should in no way be equated to individual private homes for Municipal taxation purposes and therefore should continue to be taxed as they presently are!
They are closely monitored under strict codes and rules to avoid any overuse of Municipal services. Their regular scheduled maintenance is kept to a very high standard for everyone's safety and comfort under their Strata rules and the Condominium Home owners Association guidance.
Many individual apartments are generally just over 1,000 square feet and many buildings are built from concrete with all necessary licences, codes and permits for any subsequent adjustments to strictly adhere to. Apartment buildings generally cover a relatively small land foot print with only one each of water, sewer, power, etc. main connections to their building to service any number of suites. Garbage services need only attend once in order to collect from many homes.
For many singles and the elderly on fixed pension incomes they are the only solution for them to live in relative safety and security. They all pay their fair share of taxation both on the building as a whole, through their monthly Strata fees, and again on their individual apartments!

Thank you.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, March 27, 2024 8:57 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Ambleside Local Are Plan

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-
- Hello,
-
- I am writing to bring to your attention my concerns regarding the Ambleside LAP.
-
- - We do not want any additional apartment towers built in our neighbourhood. The LAP proposes that the maximum height of any other infill development in the area be limited to a maximum of three storeys. This would also be consistent with other infill developments on Bellevue Avenue, such as the recent Hollyburn Gardens infill development at Bellevue and 21st Street. Therefore, as a maximum, any infill development on the Pink Palace site should not be higher than 3 storeys.
-
- - It is important that Council strive for “sensitive” infill that respects the iconic nature of the Pink Palace.
-
- - The maximum density permitted on the Pink Palace site should not be increased from the present floor area ratio (FAR)* of 1.75 to 3.0 (a 71% increase!), as proposed in the LAP. Instead, the maximum FAR for the Pink Palace should be limited to 2.5 (again consistent with the Hollyburn Gardens infill development).
-
- - We must maintain the view corridors from the Seawalk and from Bellevue Avenue and beyond, so that there is not a visual “barrier” next to the waterfront.
-
- - We must consider the loss of sunlight that a high rise will impose on neighbouring buildings during the winter months.
-
- - We must consider the loss of privacy for those owners living in close proximity to the proposed infill.
-

- Thank you for your consideration of this important issue.

-

- s. 22(1)

- s. 22(1)

- West Vancouver, BC s. 22(1)

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From: David Marley <domarley52@gmail.com>
Sent: Wednesday, March 27, 2024 10:12 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Cc: Stephanie Hall
Subject: Collaborating in Indigenous Privilege

CAUTION: This email originated from outside the organization from email address domarley52@gmail.com. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

This is a very important article written about a controversy currently taking place in rural BC, a situation which may well be replicated elsewhere. To its credit, the West Vancouver Memorial Library, at my request and I believe that of certain other patrons, has recently acquired one copy, if not more, of 'Grave Error' for its collection.

Canadian society will never have reconciliation with its Indigenous peoples unless and until people know and speak the truth about our history. The book in question is a valuable contribution to the search for such truth. Those who attempt to suppress access to it do a grave disservice to Canada.

I hereby request that neither my name nor contact information be redacted from this communication.

David Marley

s. 22(1)

West Vancouver, BC

s. 22(1)

604-926-8994

dorchesterreview.ca

Collaborating in Indigenous Privilege

Hymie Rubenstein and James Pew

Dorchester Review

March 27, 2024

As should now be expected, anything written about Indigenous Canadians that could be considered even remotely disrespectful or hurtful by Aboriginal leaders and the usual political suspects would see its authors quickly attacked as racist deniers.

It should not be surprising then that there was outrage expressed, real or contrived, by the Quesnel, B.C., city council to the community circulation of an edited collection of articles jointly published by *True North* and *Dorchester Books* called *Grave Error: How the Media Misled Us (and the Truth about Residential Schools)*.

Full disclosure: both of us are proud contributors to *Grave Error* which has been selling like hotcakes despite not being stocked in bookstores or receiving any mainstream media reviews.

The issue of the book's alleged [contents and its distribution](#) in the community by Pat Morton, wife of Quesnel Mayor Ron Paull, were addressed during the council's Mar. 19 meeting, following a letter of complaint from the tiny Lhtako Dene Indian Band (191 members) expressing outrage over having to defend the findings of the Truth and Reconciliation Commission, the T'Kemplups te Secwepem'c Indian Band, the Williams Lake Indian Band, and others.

No mention was made in the mainstream media stories covering this issue that the Truth and Reconciliation Commission (TRC) findings have been roundly criticized as biased, skewed, and unverified in scores of articles since its 2015 Final Report was released. There was also no mention of a 2021 collection of essays titled *From Truth Comes Reconciliation: Assessing the Truth and Reconciliation Commission Report* detailing the many of TRC volumes' errors, omissions, and exaggerations, also a central concern in the *Grave Error* essays.

As for the T'Kemplups te Secwepem'c First Nation, better known as the Kamloops Indian Band, it was the site in B.C. where 215 children were claimed to have met their deaths in some sinister way at the hands of the nuns and priests who ran its Indian Residential School. The children were said to be buried secretly at night with the forced help of six-year-old children. If true, that would have been the most significant crime – by far – in Canadian history. If false, as numerous critiques have suggested, it amounts to among the largest hoaxes in Canadian history.

In turn, the Williams Lake Indian Band, also in B.C., is the community whose chief, Willie Sellars, has claimed Indigenous children were murdered in every conceivable way by priests, their bodies “thrown into rivers, streams and lakes.” Sellars has also alleged the existence of a decades-long conspiracy between the federal government, Catholic Church and RCMP to keep these murders hushed up.

As many of the essays in both books show, there is not a shred of verifiable evidence underlying these and similar claims about burials on other reserves, reason enough for those who wish to promote or enrich themselves off these false assertions to try to ban the two books while victimizing those promoting them.

One copy of *Grave Error* went to the parents of Councillor Tony Goulet, also [president of the North Cariboo Métis Association](#) and Chair of the local school board, who complained, “With my dad going to residential school, he brought up a lot of stuff; let me tell you it was contesting that they didn’t exist. Those things are real, and they did happen to Indigenous people who went through the school, and especially if you were just picked up and taken to the school and everything was taken away from you; so, very emotional, it was very hard for me to take.”

Goulet left unmentioned that none of the book’s writers or its two editors have ever questioned the existence of the Indian Residential Schools or the poor experiences of some of its students, especially those sent there from broken or orphaned homes, children who arrived already badly traumatized by their domestic experiences, traumas many carried with them to their graves.

He also failed to say that his mother, Connie Goulet, was the manager of the North Cariboo Metis Association in 2018 and that her *LinkedIn* page indicates she’s still the manager, so it is likely Pat Moran gave her a copy of *Grave Error* in her formal capacity as manager of the association.

Also unmentioned is that Goulet’s father could not have been “just picked up and taken to the school.” [After 1940](#), most school attendees were children rescued from orphaned, dysfunctional, neglectful, or abusive homes. As for the rest, like other non-treaty Canadians, Métis people were excluded by the Indian Act from Indian Residential School support so his parents would have had to twist arms to get him admitted into an IRS. Moreover, all voluntary attendance at these schools for nearly their entire history required a signed application from parents or guardians.

Meanwhile, Goulet, the member of a politically active family with possible aspirations to replace first-term mayor Paull, offered no evidence that his Métis father suffered any abuse as a student in the unnamed boarding school he was alleged to have attended.

He also claimed he had read the entire book and that his main concern was its community circulation and distribution.

“It was very disturbing. I was just appalled. People are allowed to have their opinion and I’m not against people having their opinion, but we shouldn’t be detesting things that have been taking place for years with reconciliation and what we’re trying to do with Indigenous elders and Indigenous people, we’re doing an actual injustice by saying here is a book, here is something you should read and look at and form your own opinion. It’s very, very, very traumatizing. It’s very, very, very disrespectful, I think, to an Indigenous community,” Goulet stated.

How reading factual, logical, scholarly accounts presented impartially and dispassionately could be both traumatizing and disrespectful is unclear, as is Goulet’s ambiguous way of addressing the matter: in a single sentence, he claims he isn’t against “people having their opinion,”

but then contends he is against people having the wrong opinion, a logical contradiction at best.

Moreover, diversity, inclusion, and reconciliation, at least in their healthiest forms, requires unfettered freedom of speech. Censorship of the type embraced by this “woke” city councillor is counterproductive because bad ideas are best confronted with good ideas: history has repeatedly shown that censorship only pushes such ideas underground where they mutate into even more dangerous forms.

Conversely, the few vocal critics of the council’s actions are aware of the need for open debate on contentious issues. This is what [@DorchesterRev](#) posted to X (formerly Twitter) in response to Goulet’s “double consciousness”:

“We’re doing an actual injustice by saying here is a book, here is something you should read and look at and form your own opinion. It’s very, very, very traumatizing. It’s very, very, very disrespectful, I think, to an Indigenous community.’ Not allowed to read a book and form your own opinion? That’s an interesting take.”

Always polite and professional, the minds at *The Dorchester Review* have understated the case by framing it as “interesting.” Shannon Lee Mannion, an independent researcher, journalist, and board member of the Indian Residential School Research Group, had a much hotter take:

“Quesnel, BC is at a Full Boil.

“Here’s something that strikes me as ludicrous. There are roughly 10,000 in the town of Quesnel, 23,000 if lumped in with the surrounding area.

“However, there are only 191 Lhtako Dene who are creating a countrywide scandal. The Quesnel City Council has soundly denounced, that’s the word used, *Grave Error*. They have all but called for the mayor to drag his wife from their house by her hair and to publicly flog her in the centre of town.

“What is going on?”

Another IRS researcher and independent writer, retired lawyer Peter Best, sent the following email to the editor of a [CBC story](#) about the Quesnel brouhaha:

“I am a retired Sudbury lawyer. Way over here in Ontario, we are reading about the Mayor and Council of Quesnel buckling under the pressure to denounce and ban the truthful book, *Grave Error*. Shame. It is neither racist nor disrespectful to Indigenous people. It is a necessary re-balancing of the narrative about residential schools. It is a condemnation of the press for gullibly buying into the Kamloops mass graves story, where, three years later, there’s no proof of them. My review of *Grave Error* is linked to here. Lovers of free speech should

urge Quesnel to read this book, and not to be intimidated from exercising their right to freedom of speech and thought.”

Other council members also criticized the distribution of the book. However, none appeared to be familiar with its contents or any of its possible errors, a logical fallacy called “appeal to ignorance.”

Quesnel’s population of 12,000 people is 15% Indigenous, and the issue of the book’s distribution was front and centre at the Mar. 19 council meeting in response to a [letter](#) from the 191-member Lhtako Dene Indian Band debunking the book’s contents and distribution:

“It has come to our attention that ... the book entitled: “Grave Error”... makes many harsh comments including: ‘truth has been turned into a casualty,’ implying that cultural genocide did not occur, and basically questioning the existence of Indian Residential Schools.

“The calling into question of what our Nation [sic] went through is a slap in our people’s collective faces and is very hurtful to them. The Nation has a significant number of members who suffered through attendance at a Residential School and today suffer through the long-term trauma of what they went through. The book adds to that hurt.”

“It just rips your stomach out,” the Band’s administrator Maynard Bara said on Mar. 20. “It’s just absolute bigotry and hatred.”

Such inflammatory rhetoric serves to obscure the likelihood these traumas were carried from home to school. The book’s contents, in turn, reveal that although integration with Euro-Canadian culture was their aim and children were discouraged from speaking their Indigenous languages in the classroom (and in contemporary French immersion programmes which prohibit conversing in English), “cultural genocide,” a politically loaded but extra-legal synonym for total assimilation, was neither attempted nor achieved by the schools. Indeed, the contrary was the rule rather than the exception as school narratives clearly show. Moreover, most students attended for only a few years and nearly all went home during holidays including Christmas and summer vacations, thereby retaining much of what had not been already lost or transformed due to over 300 years of absorption of Western socio-cultural traditions, including technology, religion, and language.

Indifferent to or ignorant of post-contact Indigenous history, Laurey-Anne Roodenburg, the city council’s Indigenous relations liaison, was also very harsh in her comments, stating there “is a consensus among the nations that this is not okay, that their elders and communities are suffering because of this [book] being out in the community.”

“There is no excuse for this type of behaviour in our community, period, and I don’t care that you think it’s about your own opinion and having the right to voice it; it’s about how this showcases our community to the rest of B.C. and to the world,” she said.

Translation: emotion and public relations always trump truth-telling during these virulent cancel culture times, freedom of the press be damned.

Mayor Paull also distanced himself from the book, an Amazon best seller with thousands of copies sold, and his wife's local efforts to promote it.

Quesnel mayor Ron Paull answered 'no' to the question from Coun. Scott Elliott asked whether he agreed with what his wife was doing

"I haven't even opened it; I have looked at the cover, but to be honest, I have no interest in looking at it," he said.

How a duly elected public official in a democratic country could condemn the contents of a book he is unfamiliar with, in the process denouncing his wife for simply informing others of its existence, boggles the mind.

Apart from Tony Goulet, none of its other council critics appear to have glanced at it either, yet unanimously passed two motions, the first to reaffirm the city's 2017 memorandum of understanding (MOU), which formalizes a collaborative relationship with the Lhtako Dene Indian Band, the second to visit the Band's longhouse to hear from elders and residential school "survivors."

The MOU restated, "That the Lhtako have occupied their traditional territory for millennia and continue to do so" and that "The City of Quesnel stands with Lhtako Dene and all Indigenous Nations denouncing denial of the cultural genocide and abuse experienced by Indigenous children and their families due to Residential Schools; and the City of Quesnel agrees with the findings of the Truth and Reconciliation Commission."

With due respect to the Lhtako, it is implausible that a hunting and gathering people in the interior of B.C. surrounded by traditional warlike enemies have occupied the same land for millennia. More important, there is no reason to believe that members on either side of the debate have read anything other than short news stories and opinion pieces about the six-volume TRC Report.

More troubling still, the reaffirmed MOU saw a new sentence added: "PLEASE NOTE: We have removed mention in Council's resolution to the book that has been distributed in Quesnel, so as not to give it merit or attention." (emphasis in the original)

Those brave enough to challenge the city council's effort to shun or disparage the book, though far and few between, have not been absent.

A post on X from Canadian political scientist Eric Kaufmann captured this outrageous example of illiberal privilege and its adjacent act of morally vacuous political virtue signalling:

“Indigenous have cultural power over whites, so the small town council can’t question the veracity of ‘community’ anecdotes, instead choosing to genuflect and cancel a book in the name of ‘sensitivity.’ An object lesson in how woke works. Shelby Steele 101.”

[Another X post](#) by cancelled teacher Jim McMurtry – fired from his teaching position for correctly teaching kids that former Indian Residential School student deaths were primarily due to disease and accidents – read, “Most people are self-satisfied with lies about the past, but not all... Irene Hoff, who went to the Chapleau IRS, said: ‘I will not be taking any money from the government. I was not abused, my family was not, and nobody I know was abused in the schools.’” – The Beautiful Passages in the IRS Concerto | IRSRG

The editors of *Grave error*, Tom Flanagan and C. P. Champion, responded to the censorship efforts of the Quesnel city councillors in a measured March 25 press release:

“In order to understand history, citizens need access to different points of view, and the evidence that underpins them. The councillors for the City of Quesnel are fearful and may not realize they are suppressing the disputational process, preventing the truth from coming out.

“Elected officials, news reporters and influencers should have the integrity to read Grave Error for themselves, and make up their own minds. Canadians at large have a right to question false narratives.”

The CBC and other media have accepted the claim *Grave Error* is a “hurtful” book. There are two rebuttals to this assertion. The first is just some grown up observation in our age of infantilization: it is clear many people today cannot accept the harsh and cold reality that truth does not care about hurt feelings. Truth is like an Android App that no one programmed to understand or consider feelings. It was programmed that way deliberately because it was understood – by those nerdy I.T. types – that feelings and emotions do not serve the truth; in fact, they are far more likely to prevent it.

A second thought about *Grave Error* and all the hurt feelings it is said to be generating is just as easy to explain.

Contemporary “social justice” based on a perverted interpretation of diversity, equity, and inclusion says Western beliefs, values, and practices – indeed, traditional Western civilization rooted in Enlightenment culture – are hostile forces fostering racism, inequality, oppression, and injustice. Conversely, this paradigm says the feelings of oppressor British descendants are irrelevant. If true, then why should the non-Indigenous heirs of the Enlightenment care about the feelings of anyone other than themselves? Equally important, why can’t we agree that feelings and truth are fire and ice, water and oil, Trump and Biden, and Komodo dragons and kittens? They simply don’t belong together.

The moral of this story is Canadians need to do some heavy lifting for a change by starting some hard conversations about “Indigenous privilege” grounded in “Indigenous exceptionalism.” The debacle in Quesnel has made this imperative. On display was an absurd act of Orwellian censorship and infantile genuflection, a putrid brew of likely feigned respect for manufactured Indigenous “knowings” by progressive-minded non-Indigenous Canadians consumed by undeserved racial guilt.

It should be clear why an obsession with Indigenous feelings must stop because this preoccupation will ensure there will never be any truth-telling about the important daily problems faced by Canada’s Aboriginal peoples. Saying this may sound cold and harsh but does not affect its veracity.

Even if false, the ongoing obsession with hurt feelings in the name of so-called reconciliation will never prevent condemning books no one has read or the acceptance of assertions known to be false.

Order your copy of *Grave Error* now, to help us fight false history and the publicly-subsidized charlatans who propound it.

Hymie Rubenstein is editor of REAL Indigenous Report and a retired professor of anthropology, the University of Manitoba.

James Pew is an independent writer and researcher, and the editor of Woke Watch Canada which covers the culture wars from a variety of angles, with an emphasis on the effects of esoteric academic inventions (i.e., Postmodernism and Critical Theory) on Canadian culture, education, and public policy.

*Hymie Rubenstein, M.A., Ph.D.
Editor, REAL Indigenous Report and REAL Israel & Palestine Report
Retired professor of anthropology, University of Manitoba*

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, March 27, 2024 3:34 PM
To: correspondence; [REDACTED] s.22(1)
Subject: Opposition to 37 Unit Townhouse Development at Woodcrest and Woodgreen

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor and Councilors,

On March 15, 2024, an information meeting was held by Symphony Homes Ltd. for a 37-unit development at Woodgreen Drive and Woodcrest Road in Cypress Park Estates.

[REDACTED] s.22(1), and I, [REDACTED] s.22(1) oppose the 37-unit development, and we have spoken with a good number of neighbours who feel the same. It is crucial that any development blends with the existing character of the neighbourhood. A 37-unit development in an area currently occupied by three single family homes will not blend into the neighbourhood.

We oppose the development for several reasons outlined below. The categories are loosely based on the questionnaire provided by the developer at the information meeting.

Executive Summary

1. Safety and Security:

The development is within West Vancouver's Wildfire Hazard Development Permit Area, so I was surprised to see so many trees close to the buildings of the proposed development. Is there a Wildfire Hazard Assessment Report prepared by a Wildfire Qualified Professional?

The need for bear-proof area(s) for garbage, recycling and green bins was not addressed as far as I could see. Coyotes, bobcats, cougars, raccoons, skunks, rodents and ravens also frequent the area and are also attracted to garbage and green waste.

Currently, traffic moves through the neighbourhood dangerously, with many drivers routinely ignoring the rules of the road (see 6. Transportation for details).

2. Community needs:

West Vancouver needs more condos and townhouses, but they need to be in the right places. Directly across the road from single family homes on the north and on the west is not the right place for a 37-unit townhouse development. The site is on one of the two main access roads to Cypress Park Estates. Buyers seeking a single family neighbourhood could be discouraged by seeing such a large development as they enter our neighbourhood of otherwise single family homes.

There are only seven visitor parking spaces in the development and street parking is extremely limited.

3. Affordability and Housing Options:

Given the prices in West Vancouver, the two- to four- bedroom units may be financially challenging for many of the people with families who work on the North Shore, such as teachers, firefighters, and nurses, let alone the people working in the Caulfeild Village Mall, the largest employer in the neighbourhood.

4. Impact on Environment:

A rain garden might be advisable.

Occupants of the development would need to be prepared to interact with the local wildlife, including bears, bobcats, coyotes, racoons, skunks, rodents, and numerous types of birds, including ravens, which are attracted to garbage. The animals need to be discouraged, yet protected.

Infrastructure (e.g. water, sewer...) is not equipped to deal with a 37-unit development. There would need to be much disruption of the local environment to provide the infrastructure needed.

5. Local Economy and Businesses:

Since the mall is the only major shopping area in the west of the municipality, its customer base is drawn from those living in the west. Proportionately, 37 units will likely not increase the number of customers a great deal.

Also, if the 37 units are zoned for small home-based businesses, like much of the neighbourhood, the seven visitor parking spaces are unlikely to be sufficient for business clients and people visiting the development for other reasons.

6. Transportation:

The most crucial aspect of transportation related to the development is the way drivers actually use the roads adjacent to the development, routinely violating the rules of the road.

Half-a-block west of the proposed development, there are serious traffic problems at the intersection where the Highway 1 Exit 4 westbound on and off ramps meet the road leading to the development:

- I. Drivers stop at the stop sign at the end of the westbound off ramp, but often fail to look to their right, where cars come from the direction of the development. These drivers then make a left turn in front of the cars coming from the development;
- II. People who have stopped at the off ramp stop sign see cars coming from the direction of Caulfeild Village Mall, but assume that those cars are going to turn right on to the westbound on ramp. Drivers frequently pull across the path of the cars with the right of way traveling in the direction of the development; and
- III. Coming from the development, drivers make left-hand turns onto the Highway 1 westbound on ramp across the path of cars with right of way traveling towards the development.

The traffic flow in the area is already dangerous enough without adding the pressure from 37 additional units.

More cars crossing the sidewalk into the development would obviously create more interactions between pedestrians and cars. The sidewalk is used by students walking to Rockridge Secondary School and Caulfeild Elementary School, as well as people walking to the Caulfeild Village mall.

During high school drop off and pick up times, cars can back up onto the highway from the stop sign at the Highway 1 Exit 4 westbound exit. More vehicles coming from the development would exacerbate the problem.

7. Community Integration and Social Impact:

The only way a sense of community and social integration can be fostered is by *not* forcing such a large number of units into an area formerly occupied by three single family homes.

Gentle densification, perhaps a duplex for each of the four lots, would be reasonable.

1. Safety and Security:

The development is within West Vancouver's Wildfire Hazard Development Permit Area, so I was surprised to see so many trees close to the buildings of the proposed development. I adore trees, but not when they pose a fire hazard to homes. Just east of the proposed development, there are trees on both sides of Woodcrest Road. I did not see a Wildfire Hazard Assessment report written by a Wildfire Qualified Professional on the municipality's webpage for the development.

Another safety concern I didn't see addressed was the need for bear-proof area(s) for garbage, recycling and green bins. Our neighbourhood is close to the forest. Wild animal sightings are so common that sightings are only reported to conservation officers in extreme cases, such as bears entering homes. Bears are very strong. Many years ago, before new development above the highway displaced so many bears into our neighbourhood, [s.22(1)] chest freezer with a hasp locking it shut. A bear took hold of one corner of the lid and peeled it back as if it were the top of a sardine tin. Obviously, [s.22(1)] now removed bear attractants from [s.22(1)]. If garbage, recycling and green waste in the development were to be stored in the underground parking garage, the gate to the garage would have to be very strong to prevent bears from bending it.

Occupants of the development would also need to be prepared to interact with other local wildlife also attracted to garbage, including coyotes, cougars, bobcats, racoons, skunks, and rodents.

In addition, traffic moves through the neighbourhood dangerously, with many drivers routinely not following the rules of the road (see 6. Transportation for details).

2. Community needs:

West Vancouver needs more condos and townhouses, but they need to be **in the right places**. Directly across the road from single family homes on the north and the west is not the right place for a 37-unit townhouse development.

The site is on one of the two main access roads to Cypress Park Estates. Buyers seeking a single family neighbourhood could be discouraged by seeing such a large development as they enter our neighbourhood of otherwise single-family homes.

Also, the developer is considering several amenities and features for the development, including space for private functions and a children's playground.

I assume none of the amenities or features would be available for public use.

If occupants of the development hosted an event in the space for private functions, there would be very limited space for outsiders to park, since there are only seven visitor parking spaces in the development, and the nearby street parking is extremely limited. The lack of visitor parking spaces could also be a problem when families gather to celebrate holidays.

The limited space allocated to the children's playground, and the fact that it seems mainly to consist of logs pounded into the ground at various heights for children to stand on, suggests that the children would grow bored with it very quickly. Given the available space, and the five planned buildings on the site, amenities or features listed on the developer's questionnaire circulated on March 15, 2024, would need to be small (space to rent for private functions, fitness centre, community vegetable gardens, children's playground).

3. Affordability and Housing Options:

Given the prices in West Vancouver, the two- to four- bedroom units may be financially challenging for many of the people with families who work on the North Shore, such as teachers, firefighters, and nurses, let alone the people working in the Caulfeild Village Mall, the largest employer in the area.

4. Impact on Environment:

Much of the courtyard area of the development seems to be paved, preventing rain from being absorbed into the earth. A rain garden might be advisable.

The development is near the forest, home to wild animals. Occupants of the development would need to be prepared to interact with the local wildlife, including bears, cougars, bobcats, coyotes, deer, racoons, skunks, rodents, and numerous types of birds, including ravens, which pick through garbage. The wildlife needs to be discouraged, yet protected. Garbage, recycling and green waste needs to be stored in areas that the very strong bears can't access.

Infrastructure (e.g. water, sewer...) in the area is not equipped to deal with a 37-unit development. There would need to be much disruption of the local environment to provide the infrastructure needed.

5. Local Economy and Businesses:

The two- to four-bedroom units in the development will likely not be affordable for the majority of the people working in the Caulfeild Village Mall, the largest source of employment near the development.

Since the mall is the only major shopping area in the west of the municipality, its customer base is drawn from those living in the west. Proportionately, 37 units will likely not increase the number of customers a great deal.

Also, if the 37 units are zoned for small home-based businesses, like much of the neighbourhood, the seven visitor parking spaces are unlikely to be sufficient for business clients and people visiting the development for other reasons, including holiday gatherings.

6. Transportation:

The most crucial aspect of transportation related to the development is the way drivers actually use the roads adjacent to the development, routinely violating the rules of the road. The roads are dangerous and increased traffic could cause more accidents.

There are serious traffic problems at the intersection half-a-block west of the proposed development, where the Highway 1 Exit 4 westbound on and off ramps meet the road leading to the development. The on and off ramps are at ninety degrees to the road. Drivers use the intersection in several dangerous ways:

- I. The stop sign at the end of the westbound off ramp is often misused. Drivers stop, but often fail to look to their right, where cars may be coming from the direction of the development. These drivers then make a left turn in front of the cars coming from the development. Cars have cut in front of me many times at that intersection, forcing me to brake.
- II. There are also dangers because people who have stopped at the off ramp stop sign see cars coming from the direction of Caulfeild Village Mall and assume that, instead of continuing in the direction of the development, those cars are going to turn right on to the westbound Highway 1 on ramp. Drivers frequently pull into the path of the cars with right of way traveling in the direction of the development. I often have had to brake when travelling through the intersection towards the development, and once every few months, I have had to come to a complete stop to avoid a collision.
- III. There is yet another way that the intersection is misused. Coming from the development, drivers make left-hand turns onto the Highway 1 westbound on ramp across the path of cars with the right of way traveling towards the development. My car s.22(1) at that intersection. As I approached the intersection (with the right of way), I saw a car reaching the intersection from the direction of the development and stopping in the left-hand turn lane, waiting to access the westbound on ramp. Another car that had stopped at the stop sign on the Highway 1 off ramp made a left turn, pulling across my lane, forcing me to slow down (I was already going under 50km/hr). When that car exited my lane, I saw to my horror that the car that had previously stopped in the left turn lane was making a left turn across my path. The police attended and ICBC ruled the other driver 100% at fault. I believe the other car was s.22(1).

During high school drop off and pick up times, cars back up onto the highway from the stop sign at the Highway 1 Exit 4 westbound exit.

The traffic flow in the area is already dangerous enough without adding the pressure from 37 additional units.

Note: It may be challenging to look up accident statistics for the road parallel to Highway 1, where Exit 4 westbound on and off ramps meet the road. Google maps labels the road west of the intersection as Westport Road, and east of the intersection as Woodgreen Drive. However, that piece of road also has another name. When I was [REDACTED] s.22(1) [REDACTED] at that intersection, I asked the attending police officer for the name of the road. Checking his screen, he said it was called Frontage Road. When I reported the accident to ICBC, the agent said that her map showed that the on and off ramps did not intersect with the road, and that she could not see a road labeled Frontage Road. She only accepted the claim when I read the street names verbatim from the police officer's report.

Another traffic safety measure to consider is pedestrians on the Woodgreen sidewalk crossing the access to the development's underground parking. The sidewalk is used by students walking to Rockridge Secondary School and Caulfeild Elementary School, as well as people walking to the Caulfeild Village mall. More cars crossing the sidewalk into the development would obviously create more interactions between pedestrians and cars.

7. Community Integration and Social Impact:

The only way a sense of community and social integration can be fostered is by *not* forcing such a large number of units into an area formerly occupied by three single family homes. Much of the infrastructure, including water, sewage, etc., is not in place for it. There are single family homes immediately across roads to the north and west of the development. There are already serious traffic problems in the area and adding 37 units would exacerbate the problems (see section 6. Transportation).

Gentle densification, perhaps a duplex for each of the four lots, would be reasonable.

Thank you for your attention,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver BC

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, March 27, 2024 4:59 PM
To: correspondence
Subject: Proposed High-Density, Multi-Unit Development at Woodgreen Drive and Woodcrest Road

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To: West Vancouver council and mayor

This development proposal must be completely rejected.

This project will destroy the very nature of our neighborhood, which is established completely of single family detached residences. This will have a huge detrimental impact on the value of our homes. The huge density impact in this confined area is completely in conflict with the limited roadway and amenities that are designed specifically for single family residential capacity. There will be massive traffic congestion in this restricted corridor that is the main roadway for residents travelling in and out of Cypress Park Estates. Symphony Homes Ltd's (SHL) thirty-seven townhouse development does not meet the Official Community Plan 2.1.7 guidelines for rezoning and should be rejected because there is not sufficient physical separation from the adjoining single-family homes and the extra traffic will adversely impact the needs of the neighbourhood. The proposed three storey townhouses will have a roof deck that will be at the same approximate height as the houses across the street at 4507 and 4508 Woodgreen Drive. These houses are not physically separate and will lose their privacy as multiple roof decks will be looking at them.

The value of our homes would be stringently diminished by the fact that buyers do not want a huge expanse of adverse density in the area where they are buying into a quiet, peaceful single family neighborhood.

The current infrastructure, in the entire area, for sewage and water amenities is aging and designed solely for single family residential capacity. West Vancouver taxpayers will not accept the burden of increased taxes to subsidize infrastructure upgrades for a conflicting, high-density project that all residents absolutely do not want.

Furthermore, once such a development is allowed to proceed, there will be no stopping unconscionable, profit-focused developers to continue consolidating and rezoning single family residential properties for high-density development throughout our neighborhood and West Vancouver.

SHM's Council January 25, 2022 report discusses providing family-oriented housing for the "missing middle" and for downsizers and first time homebuyers. During the Development Proposal meeting on March 14th, the Managing Director, Gurdeep Kainth, first said the townhouses will not be as expensive as the \$4 million Cypress duplexes and would be around \$3 million. These prices will not provide housing for the "missing middle" or first-time buyers. The three storey townhouses will also not be suitable for senior downsizers.

We must make sure this proposed project is stopped. These profit-grabbing developers, with no concern for the huge detrimental impact on the neighborhood, are out to claw as much profits as possible; destroying the pristine nature of our quiet, tranquil single family neighborhoods. There is

no place in the Cypress Park Estates neighborhood, and surrounding neighborhoods, for such a conflicting, dense development.

All residents in Cypress Park Estates, as well as all residents in the outlying single family residential neighborhoods in West Vancouver, vie to settle in these neighborhoods for the purely simple reason that it remains single-family residential. And we work very hard to maintain our homes and to continue to rightfully reside in such a beautiful neighborhood of single-family residences.

Cypress Bowl development is already going to meet the need for new housing in West Vancouver now and far into the near future.

This development proposal must be rejected for not complying with the zoning change bylaw and for its adverse effect on our quiet single family neighbourhood.

Best Regards,

s. 22(1)

s. 22(1)

West Vancouver, BC,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, March 27, 2024 6:13 PM
To: correspondence
Cc: Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Letter of opposition: Aquila development Eagle Harbour
Attachments: Aquila.pdf

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March 27, 2024

To: Mayor and Council
District of West Vancouver

Please see letter attached.

Thank you for your consideration of my comments and concerns.

Sincerely,

[REDACTED] s. 22(1)
[REDACTED] s. 22(1)
[REDACTED] s. 22(1)
[REDACTED]
West Vancouver, BC
[REDACTED] s. 22(1)

March 27, 2024

To: Mayor and Council, District of West Vancouver

RE: Eagle Harbour (Aquila Development Proposal)

I am writing to you to express my concerns and **opposition** to the Aquila duplex proposal for Daffodil Drive.

I know the Eagle Harbour area very well. I have lived in the area from [REDACTED] s.22(1) [REDACTED] had children attend [REDACTED] s.22(1) [REDACTED] schools. I walk in the area daily, but of course drive to services as none are in close proximity and this community cannot thus be labelled as walkable in regard to services. [REDACTED] s.22(1) [REDACTED] children had the benefit of school buses but now the vast majority of families drive their children to nearby schools. Certainly, with the traffic on side roads and Marine Drive, it is simply not safe for children to walk to school in the Eagle Harbour area.

I have watched larger properties be subdivided and more single-family homes join the landscape of the area over my years here.

I have attended a meeting presented by the developer at Gleneagles Community Centre and have tried to faithfully review the various documents provided originally and then again more recently.

Given the marketing antics of the developer, any trust in their messaging and the project has been lost. For example, at the Gleneagles meeting I met and spoke to individuals who did not live in the area and yet who voiced their support for the project. Their ignorance of the community's concerns was startling as was their sense that their opinion represented the local community. I see that some of these same individuals have written in from homes quite distant from the Eagle Harbour neighbourhood. I would hope that their voices will be dismissed by Council.

Further, it is now also clear that the development bias held by the Mayor and certain members of Council is preventing them from addressing the evidence and clearly understanding the legitimate concerns voiced by those individuals who know the area the best – the long term residents of Eagle Harbour. I would hope personal biases will be set aside and that the Mayor and all councillors will not approve the proposal.

The property should remain zoned as single-family residences. No changes in zoning should be supported and the duplex proposal should be voted down. Access from those single-family homes should not be via Daffodil Drive to Marine Drive. The Daffodil/Marine Drive corner has significant safety flaws in its present form. These are fixed, cannot be improved, and definitely

should not be added to. Instead, the development's artery road should connect to Westport Road where clearer view lines exist.

Just to add, the idea that a single-family home could include a rental suite would suit the area well - by potentially supporting multi-generational living and benefiting families trying to manage the finances of home ownership.

The original single-family home proposal if done thoughtfully and if following the guidelines of the Riparian Areas Protection Act could also more readily support functional greenways connected to the existing riparian corridor associated with Eagle Creek. Such greenway corridors are critical ecosystems for the maintenance of the area's biodiversity and importantly serve to reduce human-wildlife conflicts. This point has not been raised high enough in the conversation of any development proposal brought forward thus far for the Eagle Creek area. See references below.

There are several other concerns I could raise, and statements made by the developer that I could address to indicate that they have neither been transparent nor truthful. I know, however, that many residents have already sent through more in-depth letters and included such concerns.

I would like to go on record that I support the concerns voiced by other Eagle Harbour residents who have taken the time to become thoroughly knowledgeable about the proposal on the table and sent in their letters of firm opposition.

Sincerely,

s. 22(1)

s. 22(1)

s. 22(1)

West Vancouver, BC

s. 22(1)

References of use:

Riparian Areas Protection Act.

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/00_97021_01

Urban Wildlife Corridors: Building Bridges for wildlife and people.

<https://www.frontiersin.org/articles/10.3389/frsc.2022.954089/full>

Wildlife Corridors

<https://www.in.gov/dnr/fish-and-wildlife/files/HMFSCorridors.pdf>

From: [REDACTED] s. 22(1)
Sent: Monday, April 1, 2024 8:15 AM
To: correspondence
Subject: Daffodil Proposal/Amendment to OCP

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Dear Mayor and Council

Re: Daffodil Development Proposal

In addition to the emails written recently to each of you, I am writing again to sum up my **concerns for and opposition to** the proposed development.

1. Letters of concern come from the residents living in close proximity to the project because they know how this development will change their neighbourhood. Letters favouring the project are from those who have something to gain by helping advance the project by having you amend the OCP. Those letters come from realtors and friends of the developer and **MUST be ignored.**
2. The plan does NOT comply with the OCP
3. Traffic flow needs review. It doesn't make any sense for traffic to exit on Daffodil. Traffic is forced past a park and a school to travel to the highway.
4. Lacking infrastructure. Schools do NOT have spaces for students from increased density in Eagle Harbour.
5. The RS10 zoning will allow for families to subsidize mortgage payments with rent revenue from Suites and/or Coach Houses.

The most frustrating aspect of this issue is that we are fighting to stop a random developer from attempting to change the OCP. If developers are able to effect spot zoning, then we really don't have an Official Community Plan. The Planning Department becomes *reactive* to zoning changes instead of being *proactive*. A *proactive* Planning Department would work with developers within the framework of the OCP. The proposal to insert this monstrosity into our neighbourhood is an example of *reactive* "Planning" at its worst.

Respectfully submitted,

[REDACTED] s. 22(1)

[REDACTED]
West Vancouver

From: [REDACTED] s. 22(1)
Sent: Monday, April 1, 2024 8:34 AM
To: correspondence
Subject: Eagle Harbour Development

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LOVE Eagle Harbour,

It has been our home [REDACTED] s. 22(1) years. Not against development but against development in the wrong places. We don't have the infrastructure for any development, we don't even have infrastructure for our community and many of us are ok with that.

Develop where is needed, don't create more issues.

[REDACTED] s. 22(1)
West Vancouver BC
Canada

From: [REDACTED] s. 22(1)
Sent: Monday, April 1, 2024 5:13 PM
To: correspondence; Lisa Berg; Jim Bailey; Info; Mark Sager; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Christine Cassidy; Linda Watt; Planning Department; info@aquila.ca
Subject: Fwd: Variance application

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

> To: Mayor and Council District of West Vancouver

>

> My name is [REDACTED] s. 22(1) I reside at [REDACTED] s. 22(1) and I oppose the spot zoning of the land in Eagle Harbour Aquila Development.

> I would like to bring to your attention to an in depth study that was published in the Vancouver Sun on Oct 29, 2021 by Nathan Griffiths written by Matthias Jacob (see attached) in which

> they talk about the potential for Natural disasters particularly on the North Shore where the risk has projected to increase substantially due to extreme climate change that bring a ton of rain and long dry

> spills. This article is very alarming for those of us who live on the North Shore and at the foot of raw forests which are doomed to be clear cut for development purposes.

<https://vancouversun.com/news/bigger-more-frequent-landslides-predicted-for-metro>

>

Two examples of similar instances noted in the article that come to mind that hit close to home are the following.

> 1. Sunshine coast Seawatch subdivision evacuation orders February 2019.

> Fourteen dream homes are rendered unsafe due to erosion and sinkholes.

BLOCKED[globalnews\[.\]ca/news/9843422/sechelt-seawatch-vandals-looters/](https://globalnews.ca/news/9843422/sechelt-seawatch-vandals-looters/)**BLOCKED**

> 2. District Of North Vancouver/ Berkley Landslide Risk Management

> Date January 13, 2006. A 47 page report where they talk about what went wrong with a landslide.

BLOCKED[geoweb\[.\]dvn\[.\]org/Products/Reports/PublicSafety/Phase2Report_FINAL_digital\[.\]pdf](https://geoweb[.]dvn[.]org/Products/Reports/PublicSafety/Phase2Report_FINAL_digital[.]pdf)**BLOCKED**

>

The point that I am trying to make is that in both cases the developers misjudged, miscalculated and caused irreparable damage.

This is exactly what will happen with the Eagle Harbour Aquila development where greed and overzealousness to maximize profits may result in making poor decisions in clearcutting and blasting on a very steep slope opening the door for future landslides.

> I recommend the councillors and the mayor to visit the surrounding area when we are experiencing a pineapple express or atmospheric river deluges and see the amount of water flow and saturation of the land.

> There is no Environmental studies that will convince me that a clear cutting proposed by the concerned developer WILL NOT HAVE an effect creating a perfect storm for future land and rock slides directly affecting houses down below. Spot zoning of this land will result in a larger foot print and more destruction of the raw forest.

> As far as catering to middle income families, this seems like an idealistic and far fetched idea by the developer. The average firefighter, police officer or school teacher salaries will not be enough to purchase a multi million dollars worth of duplexes which the developer is proposing to build. The original proposal for building 10 SFUs will have the least impact on the land and the environment.

> I wish that the mayor and the councillors will not make the same mistakes as in other municipalities on the North Shore. Look at

the facts, look at the very steep slope. Look at where the amenities are located in Eagle Harbour. ask yourselves why you would approve a plan that goes against the communities best interest and against the OCP.

I ask that you support the Eagle Harbour community and vote down any rezoning request from the developer whose sole claim is none other than maximizing profits.

Regards

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, April 1, 2024 7:50 PM
To: correspondence
Cc: Peter Lambur; Nora Gambioli; Christine Cassidy; Mark Sager; Linda Watt; Scott Snider; Sharon Thompson
Subject: AGAINST - Daffodil Drive Development Application (Aquila)

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Dear Mayor and Council Members,

Thank you for taking the time to read this submission and to review the information below.

First off, please note:

THIS DEVELOPMENT APPLICATION MUST BE COMPLETELY REJECTED!!

Mayor and Council Members MUST vote to keep this parcel of land as already approved – for 10 single family homes.

Mayor and Council members were NOT voted in on a platform to amend the bylaws laid out in the OCP in order to shoe horn in a project like Aquila. If you proceed with this OCP amendment and approval of this project, you and the developer are manipulating the OCP in order to shoe horn in this development. Amending the OCP sets a precedent and gives this developer and others the opportunity to apply for spot rezoning wherever they like within West Van!

The developer also owns the parcel of land directly to the north of this proposed development – if Aquila is approved, there will be little stopping him from then applying to develop Aquila Part 2. **He had previously stated he would not ever do anything with the smaller lot and that it was his “forever home”, and has now applied to subdivide. Well that was a BIG LIE WASN'T IT? What else is he lying about?**

Aquila is not a project that should be plunked into the middle of a neighbourhood like Eagle Harbour, in order to line the pockets of a developer! It does not fit the character of the neighbourhood.

The developer has threatened many times that if Aquila is not approved, he will build 10 monster homes – HOWEVER – monster homes are no longer a possibility in West Vancouver. This same threat has been thrown at us by one WV councilor in particular. Perhaps she needs to refresh her memory of what is now permitted.

BLOCKEDnsnews[.]com/local-news/west-van-moves-to-limit-monster-home-construction-4197664BLOCKED

A perfect example of what could be built (and what would be supported by the community) on the Daffodil property is what we see on Eagle Creek Place – just off Marine Drive **The addition of rental suites and/or coach houses could be added if the home owner chooses – to increase the rental stock in West Van and serve the purpose of providing a “mortgage helper” to a younger family who may purchase there. Is there not a mandate to increase the rental stock in West Van?**

The developer has threatened members of the Eagle Harbour neighbourhood many times that if we do not support him and the approval of Aquila, he will completely deforest the land in the process of building 10 single family homes. Problem is, he would be going completely against all policy with regard to canopy removal and preservation of green space:

BLOCKEDnsnews[.]com/local-news/urban-forest-plan-calls-for-greater-tree-protection-in-west-vancouver-8473956BLOCKED

We just listened to a presentation a week or so ago at the DWV council meeting, regarding the urban tree canopy and the importance of protecting the urban forest - with the implications of climate change, increased temperatures, forest fires, wildlife, etc.

An interesting read just published is:

BLOCKEDnsnews[.]com/highlights/study-predicts-great-urban-shift-in-north-american-wildlife-8519778BLOCKED

BLOCKEDjournals[.]plos[.]org/plosone/article?id=10[.]1371/journal[.]pone[.]0299217&utm_source=north%20shore%20news&utm_campaign=north%20shore%20news%3A%20outbound&utm_medium=referralBLOCKED

Many EH residents attended the zoomed meeting with the developer during Covid, and the in-person meeting at the golf course in 2023, the latter being a sales presentation, not an information meeting. The developer stacked the room with his supporters, many of whom do not live anywhere near Eagle Harbour, or have any care at all as to the impact this will have on our community. The land surveyor was present and was pressed with questions about the topography of the land. His response sounded like he was trying to sell us a unit, not answer the question that had been put forward.

The traffic survey incorrectly notes that there is a bus that runs every 15 minutes past Daffodil and Marine. **This is FALSE.** There is a very small window in the early morning of 1.5 hours, and again in the later afternoon when the bus runs at this interval past Cranley and Marine. **FOR THE REMAINDER OF THE DAY and EVENING – the bus runs EVERY 30 MINUTES! EH is NOT a transit hub and is not walkable to schools and services.** We all drive for our daily errands/school/work! Perhaps the person who completed the traffic survey should have taken the time to thoroughly study a #250 bus schedule.

The Mayor and ALL Council members should **be required** to walk the neighbourhood and visit Cranley Drive, Daffodil Drive and the immediate neighbourhood, and stand on the properties adjacent to the proposed development. This should be a mandatory tour prior to taking any vote on this project. **Once you have seen the lay of the land and visited these modest existing homes, how can you, in good faith, vote to approve the project?? If this proposal was for a property in the immediate vicinity of your home – would you be voting in favour of it?**

The Mayor stated at a meeting with members of the community that he lives in Eagle Harbour and that it is an area that needs to be protected – if that is what he truly believes – he will vote down this proposal!

Mayor and Council all need to do the right thing, protect our community, respect the residents' concerns, and vote this proposal down. Our community has endured 4+ years of stress, dealing with this developer and his smoke and mirrors approach to doing business.

It is hoped that the Mayor and Council will now put an end to this madness and completely reject the amendments to the OCP and to this development proposal in its entirety.

Respectfully submitted,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, April 1, 2024 8:07 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Proposed Aquila Re-Development for Eagle Harbour

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Dear Mayor and Members of Council.

I have lived in Eagle Harbour [REDACTED] s. 22(1) and my wife and I have been a municipal taxpayers continuously since [REDACTED] s. 22(1) years. Together with my family, we have lived on [REDACTED] s. 22(1) Before [REDACTED] s.22(1), I was a full time [REDACTED] s. 22(1) in West Vancouver [REDACTED] s. 22(1) years.

Please be informed that my wife and I are strongly opposed to the current Aquila Proposal. Just like the majority of residents in the area.

It is apparent that our Planning Department has adopted the Developers' interests ahead of those of the local taxpaying community with little interest or appreciation of how the many lives in the surrounding area will be negatively impacted by 36 homes being built on this property.

We are not anti re-development. The current zoning for 10 homes is the correct and appropriate use of this lot especially taking into consideration rental suites in each home with their parking requirements. We encourage you to stay with the current zoning and not approve this latest proposal.

The proposed development does not remotely adhere to the OCP. There is no need to change the ByLaw in order to allow this 36 home development to be shoehorned onto this property and we encourage you to refrain from taking this route.

Do any of the Planning Managers at District Hall (or their Consultants) live in or anywhere close to Eagle Harbour? Surely one of their priorities as District Staff is to maintain the quality of life of West Vancouver and its citizens? If they were aware of Eagle Harbour at all, they could not ignore how inappropriate, tone deaf, and just plain wrong-headed this proposal is for our community.

As proposed, Aquila is another out of place subdivision like Camelot in Queens or Seascapes north of Horseshoe Bay. West Vancouver and its citizens deserve better than this. Much better.

See you at the Public Hearing.

Yours sincerely,

[REDACTED] s. 22(1)
MOBILE [REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 9:26 AM
To: Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Linda Watt; Scott Snider; Sharon Thompson; correspondence
Subject: RESIDENT CONCERNS - DAFFODIL DRIVE DEVELOPMENT APPLICATION (AQUILA)

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Cc: jbailey@westvancouver.ca, lberg@westvancouver.ca

[REDACTED] s. 22(1)
West Vancouver, BC [REDACTED] s. 22(1)

To,
The Council
District of West Vancouver

Dear Council Members,

Re: Flawed Rezoning proposed in Eagle Harbour for Aquila's development proposal

I am writing to request that you vote against the proposal to rezone and build more than 30 residential units near Daffodil Drive. Our tiny neighbourhood cannot sustain this either environmentally or in terms of additional infrastructure needed.

The District of West Vancouver has an Urban Forest Policy and a Greenhouse Gas Inventory, this proposal goes against the intent of these policies to preserve old trees and sensitive riparian areas. It will result in the cutting down of more than 90-100 old trees, destroy riparian areas near fish bearing streams and result in dangerous blasting of rock leading to increased risk of landslides.

Unlike Ambleside or the Lonsdale area, this area is not zoned or designed to be densely populated. It cannot accommodate the increased traffic, infrastructure requirements and schooling needs for more than 30 additional homes.

The West Vancouver Official Community Plan states that rezoning should only be done for "sites adjacent to hubs with schools, local area commercial nodes, recreational facilities and existing multifamily uses and be compatible with neighbourhood context and character."

The outstanding characteristic of our neighbourhood is one of single family homes surrounded by nature. There is a very small school and day care centre (with a 3 year waitlist). There is a bus every 30 mins. There are no commercial nodes, no multifamily buildings. Therefore, rezoning would violate the OCP clauses. OCP 2.17 c states that "a development should have minimal impact on access, traffic, parking and public views in the neighbourhood." Additional traffic on small roads would impact traffic, parking and privacy of existing homes.

Cutting down old trees, destroying riparian habitat, blasting rock on steep slopes would have an enormous impact on our environment. Not a single tree should be cut since this is one of the last remaining green areas in this neighbourhood.

I would also like to point out that most people in our neighbourhood did not receive any notice from the District of West Vancouver informing us about the public hearing. This re-zoning is taking place in an under-handed manner without adequate public consultation

I request you to please vote against this re-zoning proposal.

Sincerely,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 1:05 PM
To: correspondence
Cc: Linda Watt; Mark Sager; Scott Snider; Christine Cassidy; Nora Gambioli; Peter Lambur; Sharon Thompson
Subject: AGAINST - Daffodil Development Proposal - Aquila

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Hello Mayor and Council Members,

I am a resident at [REDACTED] s.22(1) for the [REDACTED] s.22(1) years, within [REDACTED] s.22(1) of the proposed development. [REDACTED] s.22(1) single family property [REDACTED] s. 22(1) and the existing 10-unit parcel.

The majority of local residents like myself are opposed to re-zoning the existing 10 units to any higher density. Rezoning is not a good fit for the neighborhood and the Developer should simply build the 10 lots out. They bought that parcel on the premise of developing 10 lots, so they should build 10 lots.

When talking to the Developer at their Gleneagles presentation, a question was raised on how much additional profit would be expected by rezoning the land and increasing the density. The Developer informed he did not know and moved quickly on to other questions.

Many found this response disingenuous and not transparent.

By not responding to this query, and moving on to focusing on pre-selling various lots, it became clear that their presentation was more about pre-sales vs addressing local concerns. It was more about additional profit and money in their pockets, not neighbourhood concerns.

Many queries were raised about the increased traffic flow on Daffodil. Queries about the unit massing and sight-lines looking down over Cranley Drive. Queries about the difficulty walking up the steep hill to Caulfield Mall. Queries about not having access off Westport Drive only. Queries about the property next door that looks to be owned by the developer. Queries about this neighborhood not being a transit hub. Queries about addressing environmental concerns with a small footprint. Queries about setting a precedent for all other development sites.

My impression leaving the Gleneagles presentation was that the local concerns were unresolved and cast aside. With the primary focus on trying to pre-sell as many units as possible, since this is what West Van Council was going to approve.

Not 100% sure, but my understanding is that rentals and coach houses will soon be allowed in West Van, so the existing 10-unit zoning will allow for considerable population densification soon anyways.

Fundamentally the OCP existing single-family lot zoning for 10 units is fine. No need to change what is not broken and cause so much unnecessary angst among many local neighbours adjacent to and immediately around the development site.

There really is no reason to change any Bylaw within the OCP to accommodate this Developer, as once you set a precedent to amend, all other areas in West Van will be at risk for re-zoning similar to this.

Please vote no, to immediately stop this unnecessary and undesirable strata development proposal from proceeding any further.

Regards,

s. 22(1)

s. 22(1)

Resident

From: s. 22(1)
Sent: Tuesday, April 2, 2024 1:30 PM
To: correspondence
Cc: Mark Sager; Christine Cassidy; Sharon Thompson; Peter Lambur; Linda Watt; Scott Snider; Nora Gambioli; Lisa Berg
Subject: Aquilla

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April 2, 2024

Dear West Vancouver Mayor and Councillors

Re Aquilla

My name is s. 22(1) and I live with my wife, s.22(1) West Van, where we have resided s. 22(1) years. I am sending this to advise that we are completely opposed to Aquilla's 36 unit development in Eagle Harbour.

How could one possibly think this fits with the character of the Eagle Harbour community? It couldn't be much further removed from the housing currently in the area. By simply walking around the area and comparing what is actually here to what is being proposed by the developer you could hardly come to the conclusion that there is any symmetry.

Hub? There are no community amenities nearby, nothing within walking distance and the elementary school within walking distance apparently cannot take any additional students. Except for walking in the neighbourhood, which most of us do, vehicles are required for virtually everything else. More cars means more pollution. What about the additional strain on infrastructure such as water and sewers?

As for 24 of the 36 units entering and exiting via Daffodil, that makes no sense. Most of these vehicles will also be using Westport Drive in that commute.

- 1 - Why would you add all that additional traffic around the school at Eagle Harbour, it both adds to the commute but, more importantly, is far more dangerous for attendees at that school.
- 2 – For those entering Marine Dr. heading east, this can be dicey. Regardless of the speed limit there are times when cars going west on Marine Dr are entering that corner at high rates of speed.

My understanding of the purpose of infill housing is to provide reasonably priced accommodation for workers and their families to reside in the community where they work, younger families with children and that is commendable but in reality, young families are looking for reasonably priced housing with yards, green spaces where the children can play. When completed these will not be reasonably priced affordable units and the yards will be miniscule.

Now, although the Harpers have stated that going from 10 houses to the 36 units will result in "Reduced construction timeframe from 15 years to 3 years", and there may be a tiny bit of truth in there somewhere, I think I will take my chances that construction of 10 single family housing units will not be as detrimental to the

community as the 36 units would be. In addition, these houses would/could include rental suites and coach houses for rental purposes, a much more affordable proposition for young families with the added benefit of more green space being available. In addition, the increased vegetation with 10 single family homes as opposed to the 36 units currently being proposed would benefit what we can expect from climate change as well as decreasing potential runoff problems.

I note that one of the supporters of the project commented on-line that views aren't affected. I totally disagree with that. Our view from [REDACTED] s.22(1) is to [REDACTED] s.22(1) and the trees in between. Like most of our neighbours, one of the reasons for buying in this area was the green space. The development as proposed will destroy that view. We will see essentially [REDACTED] s.22(1).

In conclusion, I strongly urge the mayor and councillors to oppose the development as currently proposed as it is not in line with the wishes of residents of Eagle Harbour. Stick to the 10 single family homes as originally planned.

Thanks for your consideration,

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 1:39 PM
To: correspondence
Subject: Proposed rezoning of lots C and D Daffodil Drive

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Dear Mayor and councillors,

I have been living at [REDACTED] s. 22(1) Eagle Harbour has its own character and I would not like to see it changed.

The applicant has indicated information that is not correct for our area. Our area is NOT a hub! Our nearest stores are either Bay Market in Horseshoe Bay or Safeways in Caulfield - both are a car ride of 10 minutes.

Our little Eagle Harbour School has a 3 year waiting list. There is a bus every half hour. This is a driving community.

Daffodil and Marine Drive is a blind corner and in no way can handle traffic from the proposed Aquila development.

Our houses are mostly ranchers. We do not have mansions of 6000 Sq. Feet.

The slope of the proposed development is so steep that with blasting and cutting down so many trees in a riparian area, there will surely be mud/land slides which will obviously impact the houses directly opposite the development. This is NOT the area for 36 units.

The fact that the OCP would have to be changed to meet the developers plans is terrible. It truly is the fine edge of the wedge.

I feel the developers have not been "up front" in talking with the community.

Our neighbours have extensively researched this proposed development with all good reasoning as to why this proposal should be rejected . These have been submitted to you over the past few weeks.

I fully support their objection to this application.

Please vote AGAINST this proposal.

Yours truly,

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 1:51 PM
To: correspondence
Subject: Proposed rezoning of Lots C and D Daffodil Drive

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To:
The Council
District of West Vancouver

Dear Council members,

I have been a homeowner living at [REDACTED] s. 22(1) and am AGAINST this proposed change to our neighbourhood. It has been a single family dwelling zone 10 area and this proposal would change the character forever. I see no advantage in this application and an overwhelming number of negatives that have been well researched and presented to you by a number of our neighbours. This proposal directly affects the Cranley Drive residents and I respectfully ask you to vote against the zoning bylaw number 4662, 2010 and amendment bylaw number 5293,2024.

Yours truly,

[REDACTED] s. 22(1)
[REDACTED]
West Vancouver, B.C.

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 3:47 PM
To: Christine Cassidy; Mark Sager; Nora Gambioli; Peter Lambur; Linda Watt; Scott Snider; Sharon Thompson; correspondence; Planning Department; Jim Bailey; Lisa Berg
Subject: RESIDENT CONCERNS - DAFFODIL DRIVE DEVELOPMENT APPLICATION (AQUILA)

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

[REDACTED] s. 22(1)
West Vancouver, BC [REDACTED] s. 22(1)

To,
The Council
District of West Vancouver

Dear Council Members,

Re: Flawed Rezoning proposed in Eagle Harbour for Aquila's development proposal

I am writing to request that you vote against the proposal to rezone and build more than 30 residential units near Daffodil Drive. Our tiny neighbourhood cannot sustain this either environmentally or in terms of additional infrastructure needed.

The District of West Vancouver has an Urban Forest Policy and a Greenhouse Gas Inventory, this proposal goes against the intent of these policies to preserve old trees and sensitive riparian areas. It will result in the cutting down of more than 90-100 old trees, destroy riparian areas near fish bearing streams and result in dangerous blasting of rock leading to increased risk of landslides.

Unlike Ambleside or the Lonsdale area, this area is not zoned or designed to be densely populated. It cannot accommodate the increased traffic, infrastructure requirements and schooling needs for more than 30 additional homes.

The West Vancouver Official Community Plan states that rezoning should only be done for "sites adjacent to hubs with schools, local area commercial nodes, recreational facilities and existing multifamily uses and be compatible with neighbourhood context and character."

The outstanding characteristic of our neighbourhood is one of single family homes surrounded by nature. There is a very small school and day care centre (with a 3 year waitlist). There is a bus every 30 mins. There are no commercial nodes, no multifamily buildings. Therefore, rezoning would violate the OCP clauses. OCP 2.17 c states that "a development should have minimal impact on access, traffic, parking and public views in the neighbourhood." Additional traffic on small roads would impact traffic, parking and privacy of existing homes.

Cutting down old trees, destroying riparian habitat, blasting rock on steep slopes would have an enormous impact on our environment. Not a single tree should be cut since this is one of the last remaining green areas in this neighbourhood.

I would also like to point out that most people in our neighbourhood did not receive any notice from the District of West Vancouver informing us about the public hearing. This re-zoning is taking place in an under-handed manner without adequate public consultation

I request you to please vote against this re-zoning proposal.

Sincerely,

s. 22(1)
[Redacted]
West Vancouver
s. 22(1)
[Redacted]

--
s. 22(1)
[Redacted]
[Redacted]
[Redacted]

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 3:56 PM
To: Mark Sager; Christine Cassidy; ngambiol@westvancouver.ca; plambur@westvancoouver.ca; Scott Snider; sthompson@westvacouver.ca; Linda Watt; correspondence
Subject: Daffodil Drive Proposed Rezoning
Attachments: Daffodil Drive development [REDACTED] s.22(1) 2 Apr 2024.pdf

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Good afternoon,

Please see the attached letter on the proposed rezoning on Daffodil

Drive. Thank you, [REDACTED] s. 22(1)

[REDACTED] West Vancouver [REDACTED] s. 22(1)

April 2, 2024

Dear Council and Mayor,

I am opposed to the Aquila application for rezoning on Daffodil Drive. As this rezoning application is going to Public Hearing next week you have no doubt received many letters of concern and opposition from residents in the neighbourhood. A change in the OCP should ultimately be a benefit to the entire neighbourhood. At this point, changing the bylaws to increase housing density in this location is not a logical outcome. Eagle Harbour is not close to a shopping or transportation hub. The access roads proposed for the development have challenging site lines. As well, increasing traffic along a circuitous route past an elementary school is lacking in foresight. Westport Drive is a common biking corridor for cyclists between Marine Drive and the Upper Levels. With no planned bike lane, this development would pose an increased accident risk.

I attended the Council Meeting last month and the rationale seemed to be that this is “just” the difference between 30 units and 36. With 10 homes being built however, it is doubtful each of them will immediately have a carriage house and secondary suite. With the current zoning of 10 houses, the addition of suites and carriage houses would occur gradually over time and the neighbourhood would have time to adjust to these subtle changes.

After looking over the application, my main concern lies around the change to canopy cover. This is a current topic that is under discussion for the council and mayor. In the Arborist Report from Diamond Head, it is stated that an update should be done every 6 months to proceed with a permit process. The report is over a year old and given the drought conditions we’ve had here on the coast, the health of many of the examined trees may have changed. Also it is cited trees over 75 cms are protected and I think this is currently under revision. (When trees over 20 cms become protected, fewer will be allowed to be removed). For the duplex/2house option more trees will need to be cut down. The existing trees rely on each other for stability and my concern is more of them would have to be removed if this rezoning is approved. Because of this, I think the current zoning for 10 homes should remain.

Respectfully,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 4:44 PM
To: Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence
Cc: [REDACTED] s. 22(1)
Subject: Letter to Council re: 'Aquila' Proposed Development in Eagle Harbour
Attachments: Aquila Letter.pdf

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

To Mayor and Council,

Please find attached a letter of opposition to the above referenced development proposal in Eagle Harbour.

Thank you,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver, BC

April 2, 2024

To: District of West Vancouver
Attn: Mark Sager, Christine Cassidy, Nora Gambioli, Peter Lambur, Scott Snider, Sharon Thompson, Linda Watt

From: [REDACTED] s. 22(1)

RE: Aquila Development Proposal in Eagle Harbour

Dear Mayor and Councillors,

We are writing to express our concerns and opposition to the proposed development known as 'Aquila' in the community of Eagle Harbour on Daffodil Drive.

[REDACTED] s. 22(1) from the proposed development, and [REDACTED] s. 22(1)
[REDACTED] We moved to this neighbourhood, and specifically [REDACTED] s. 22(1)
[REDACTED] years ago with the intent to raise our [REDACTED] s. 22(1) family in what feels like a small-town community.

Daffodil Drive is a pristine side street that operates and feels more like a laneway than a proper road. Because it is one of the few flat streets in the area that also has limited car traffic, we, along with many in the surrounding neighbourhood use Daffodil to [REDACTED] s. 22(1) ride bikes and rollerblade. Some of our neighbours that have raised their families for decades on this street have reminisced about block parties and road hockey games and have expressed great joy in seeing new young families move into the neighbourhood to carry on this legacy. We look forward to those days - quite simply it is why we moved here.

For us, this is what is at stake. The Aquila development puts our little neighbourhood in jeopardy by unnecessarily funneling car traffic from the new homes onto our narrow and quiet street when traffic could otherwise be diverted directly onto Westport Road. Under the current design, most of the traffic created from this new development will spill onto Daffodil, creating known and unforeseen safety issues, turn onto an already dangerous stretch of Marine Drive, drive by a popular park and elementary school, only to turn up Westport Road to inevitably drive right by where they departed and could have otherwise started from. It is completely unnecessary and entirely short-sighted for the flow of traffic to be designed in such a manner.

To be clear, we are in support of building more homes in the neighbourhood. Homes that are in keeping with the modesty of the neighbourhood, and homes that could potentially include a rental suite that would support growing families, whether it be for a nanny, in-laws, or a mortgage helper.

Sincerely,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver, BC, [REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 7:44 PM
To: correspondence
Subject: Opposed to the Aquila application for rezoning on Daffodil Drive.

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

April 2, 2024

Dear Council and Mayor,

I am opposed to the Aquila application for rezoning on Daffodil Drive.

A change in the OCP should ultimately be a benefit to the entire neighbourhood. At this point, changing the bylaws to increase housing density in this location is not a logical outcome. Eagle Harbour is not close to a shopping or transportation hub. The access roads proposed for the development have challenging site lines. As well, increasing traffic along a circuitous route past an elementary school is lacking in foresight.

Westport Drive is a common biking corridor for cyclists between Marine Drive and the Upper Levels. With no planned bike lane, this development would pose an increased accident risk.

After looking over the application, my main concern lies with the change to the canopy cover. This is a current topic that is under discussion by the council and mayor. In the Arborist Report from Diamond Head, it is stated that an update should be done every 6 months to proceed with a permit process. The report is over a year old and given the drought conditions we've had here on the coast, the health of many of the examined trees may have changed. Also, it is cited that trees over 75 cm are protected and I think this is currently under revision. (When trees over 20 cm become protected, fewer will be allowed to be removed). For the duplex/2house option, more trees will need to be cut down. The existing trees rely on each other for stability and my concern is more of them would have to be removed if this rezoning is approved. Because of this, I think the current zoning for 10 homes should remain.

Respectfully,

s. 22(1)

West Vancouver

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 9:02 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Aquila Development at Daffodil Drive

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor and Council Members

I am writing to express my strong opposition to the proposed development at Daffodil Drive in Eagle Harbour. I have been a resident of Eagle Harbour for [REDACTED] s. 22(1) years and have significant concerns over the development - environmental impact, additional traffic and the project not being in compliance with the OCP, etc.

I request that council carefully review this project. I also ask that staff and council critically review the letters of support for this project. It seems that the vast majority of Eagle Harbour residents are opposed to development. If there are letters of support I think it is very important to know two things: (i) do they have a relationship with the developer or its principals and (ii) do they live in Eagle Harbour, the community most impacted by the development. Let's not judge this project on questionable letters of support. It should be judged based on the wishes of the residents of West Vancouver and in particular the community most impacted by the proposed development (those in Eagle Harbour) of which I am one.

This proposal also does not confirm to the OCP. So now a by-law change is being requested by the developer to gain approval for the development. How is this good process? My understanding is that such exceptions to the OCP can only be considered in 'limited circumstances' and only 'considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings – e.g. adjacent to a green belt, grade change, park, school or existing family site' (none of which apply to the Aquila development).

As a concerned resident of West Vancouver, I ask that there be no further progress on this development until open and transparent consultation between developer and community takes place. Given the environment and climate change concerns which are top of mind for residents, environmental assessments need to be updated to account for our recent extreme weather events and their findings made public so we can all understand the potential long term impacts of such large scale developments. In addition, the implications of traffic along Daffodil, Marine Drive and Westport need to be fully understood.

Let's have sensible development in keeping with the local environment and the guiding OCP.

Thank you for the opportunity to voice my concerns.

Kind regards,

[REDACTED] s. 22(1)

s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 9:06 PM
To: correspondence; Linda Watt; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Aquila Development proposal public hearing - Vote NO!

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

To: Mayor Mark Sager and Councilors:
Christine Cassidy
Peter Lambur
Sharon Thompson
Scott Snyder
Linda Watt
Nora Gambioli

The developer of the Aquila project has displayed through their unwanted proposal, a fundamental misunderstanding of the essential character of the Eagle Harbour neighbourhood. Eagle Harbour is a unique neighbourhood in West Vancouver with winding streets, houses that are either predominantly either one storey ranch style or two storeys in a variety of styles many of which are architecturally and historically significant. In fact, you would be hard-pressed to find two houses in Eagle Harbour that are exactly the same. The other aspect that is dominant in the neighbourhood is that these houses sit comfortably within a forest of trees. All of these attributes contribute to the special unique and desirable character of Eagle Harbour.

This large acreage site being proposed for this project is the "hole in the donut" if you will as it is completely surrounded by single family homes as described above. To then place some 36 units comprised of 17 duplexes that are 8,000 s.f. each, 3 storeys high totaling 34 units added to a further 2 single family homes in no way respects the contextual surrounding of this very cohesive neighbourhood.

What is being proposed looks and feels like a "project". It is out of scale, a major intrusion, and will fundamentally alter the look and feel of this part of Eagle Harbour. It does not meet the OCP amendment criteria of either being close to shopping and services or a significant transit hub. Westport Road is a very difficult road to walk up to Caulfeild Village shops as it is a continuous steep incline. This project may be more appropriately located in the new emerging neighbourhoods above the Upper Levels Highway or in the Dundarave or Ambleside mixed-use zones, but it does not belong on this site in Eagle Harbour.

Make no mistake about it. To accomplish this development, the developer will clear cut this site with the exception of a minimal buffer of trees on the perimeter facing the neighbours. These are very significant numbers of mature trees that will be removed and forever lost with the resultant effect that to even come close to replacing a percentage of them will take over 15 years to grow back. In the meantime, the neighbourhood will be faced with a scarred landscape of destruction of this environment as well as ongoing construction for several years to come.

Furthermore, the developer has made no efforts to allay any neighbours' concerns about the potential for landslides and soil erosion once the site is clearcut. We have seen what happens on other sites in the Lower Mainland that did not look at this issue very, very carefully.

In addition, the proposed project overburdens Daffodil Dr., with a density of site traffic it was never designed to handle thereby creating unsafe conditions for pedestrian and cars alike.

The surrounding residents in Eagle Harbour are not anti-development. We are anti-this particular proposal. We are supportive of the original design proposal of 10 single family homes with suites and the potential for coach houses on each lot if desired. We believe Council and the Planning Department of West Vancouver should encourage this form of development which can provide much needed rental housing options that do address the "missing middle" in a reasonable and respectful way. Let's not kid each other, these duplexes that are being proposed will be sold at prices that do not address the missing middle.

The Planning Department must now go a step further. There should be design guidelines regarding the size and character of the original plan for 10 houses and coach houses as well as the provision for saving as many trees as is possible on each proposed lot so that the site is selectively pruned to accept the roads and footprints of the proposed houses rather than the clear-cut approach. This is not rocket science and is achievable with the right guidance from the Planning Department.

We urge Mayor and Council to reject this current proposal in favour of one that is more clearly respectful of the neighbourhood and the environment. Approving this proposal sets a dangerous precedent for not only Eagle Harbour but also other neighbourhoods in West Vancouver. We urge Mayor and Council to vote against this.

Sincerely,

s. 22(1)

West Vancouver

From: s. 22(1)
Sent: Tuesday, April 2, 2024 10:13 PM
To: Mark Sager; correspondence; Christine Cassidy; Sharon Thompson; Nora Gambioli; Scott Snider; Linda Watt; Peter Lambur; Planning Department
Subject: Opposition to Rezoning Proposal for Aquila Development-Vote NO

CAUTION: This email originated from outside the organization from email address s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

I am writing as a concerned citizen and a resident s.22(1) for the s.22(1) years to express my strong opposition to the proposed rezoning of the 4.5-acre land owned by Sterling Development.

My opposition stems from several key concerns that have not been adequately addressed during the development process. Firstly, I attended the developer's presentation/sales pitch at the Golf Club in 2023, which was unproductive due to the lack of a formal presentation and Q&A session. This lack of inclusivity in the process has left myself and many concerned neighbours feeling marginalized in the decision making process that affects our EH community at large.

Furthermore, the proposed plan presented by the developer deviates significantly from what is permitted according to the OCP. The OCP, as you are well aware, serves as a guiding document for our community's development, land use, and sustainability goals. Deviating from the OCP not only undermines community values but also risks adverse environmental impacts.

Specifically, the proposed rezoning with a larger footprint than permitted will result in removal of more mature trees exacerbating issues such as erosion, hillside degradation, creek overflow, and water runoff down Daffodil Drive, which my household and my immediate neighbours are already experiencing during heavy rainfalls. Additionally, the infrastructure in EH area is not equipped to support the increased units as proposed in the developer's latest plans.

Another significant concern is the fact that 24 out of 36 units will have Daffodil Drive as their main access point. This concentration of traffic poses safety risks and congestion issues for our neighbourhood.

I urge Mayor Sager and Council to reject the rezoning proposal and engage in a thorough assessment of the rezoning's potential impacts on the environment and the unique character of the EH neighbourhood.

I understand we need more housing and more purpose built rental units in West Vancouver, and support the original plan of 10 single family homes with rental suites.

Thank you for considering my concerns regarding this matter.

I look forward to hearing from you regarding your position on this issue.

Sincerely,
s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 10:16 PM
To: correspondence
Subject: Eagle Harbour Community - Daffodil (Aquila) Project

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

It has come to my attention that a high density development is being proposed in our neighbourhood that is not in keeping with the OCP and requires bylaw amendments in order to proceed . I would like to voice my opposition to permitting changes to accommodate this proposed development. It is my understanding that the current OCP guidelines already allow for multiple dwellings, and I ask the Mayor and council to listen to and respect the community's feedback on this matter and vote against this proposal.

Sincerely,

[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Tuesday, April 2, 2024 11:21 PM
To: correspondence
Subject: Aquila development proposal Daffodil Drive.

CAUTION: This email originated from outside the organization from email address s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

I oppose the submission for a development Permit with respect to the Aquila duplex's off Daffodil Drive. I have lived in Eagle Harbor for s. 22(1) years And s. 22(1) children have attended primary and secondary schools in West Vancouver. Some school buses used to exist but all have now been discontinued by the school board so children are typically driven to high school and partially to primary school.

The Eagle Harbor area is not a Community Centre as defined by the OCP. As such no increase in density should be accepted beyond single family homes. The OCP requires a town Centre to be within walking distance of shops and work spaces and secondly to be on transit hubs. Eagle Harbor is 5 km away from the closest area meeting any of these requirements, being Horseshoe bay.

The density and height of the currently designed duplexes contravenes the community plan. The city knows this which is why there is a suggestion for zoning amendments.

I am not aware of any person running for council or mayor who stated that they disagree with the community plan. Perhaps I missed such statements during the past election.

The current traffic plan is for two access points one being Daffodil Drive and one being Westport Road. The current development plan suggests 80 vehicles. Their distribution is approx. 60 connecting to Daffodil Drive and 20 Connecting to Westport road. The distribution does not reflect common sense once you understand that 90% of vehicles leaving our area from daffodil Drive onto marine drive are heading up Westport road. As such they are adding Kms for no reason and pushing all this traffic through a park / playfield and school zone . Dangers to the children and residents for no reason. By all means if a walk way and cycle path is connected to Daffodil then fine. The massive destruction of the existing trees, as a result of the increased density, is also not reasonable.

The Developer also owns a second under developed land area which the new roads connecting to Daffodil drive are extended to. This is for a future development of further density and vehicular connections.

I have attended two presentations by the developer and best I can see no community input has been used for modification and I have found no person in the Gleneagles area who support this project. Most of the people supporting this project seems to live in other cities.

From s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 3, 2024 8:13 AM
To: Mark Sager; correspondence; Christine Cassidy; Sharon Thompson; Nora Gambioli; Scott Snider; Linda Watt; Peter Lambur; Planning Department
Subject: Opposition to The Aquila Development

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

I'm writing as a resident whose [REDACTED] s.22(1) the proposed Aquila Development to register my opposition to it.

One of the unusual characteristics of this site is that noise is reflected to the homes on Cranley Drive/Daffodil. Currently when [REDACTED] s.22(1) this site has a summer party we hear the conversations of his guests, and when music is played outdoors it can be very annoying. Multiply this by thirty six and you get the picture.

The site is so dense that there is no parking in front of many of the proposed homes so that the owners will have to drive their cars directly into the garage so as not to obstruct the street. There are only five guest parking spaces for 24 homes on the lower area which is inadequate. On a recent Saturday night one of our neighbours had a party and I counted seven cars. Where will the overflow of cars go from the development, likely on Daffodil which is an unreasonable burden to place on those home owners? How will delivery trucks or a large fire truck or ambulance turn around in such a congested area?

I believe that the project will look like the treeless development in Coquitlam that is seen when you cross the Port Mann bridge on the right driving towards the city. That has no place in Eagle Harbour or West Vancouver.

[REDACTED] s. 22(1)
[REDACTED]
Eagle Harbour

From: [REDACTED] s. 22(1)
Sent: Thursday, March 28, 2024 4:09 PM
To: Hanna Demyk; Planning Department; correspondence
Subject: Oppose 2550 Queens Ave. Development Application

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear council members Mark Sager, Christine Cassidy, Nora Gambioli, Peter Lambur, Scott Snider, Sharon Thompson, and Linda Watt:

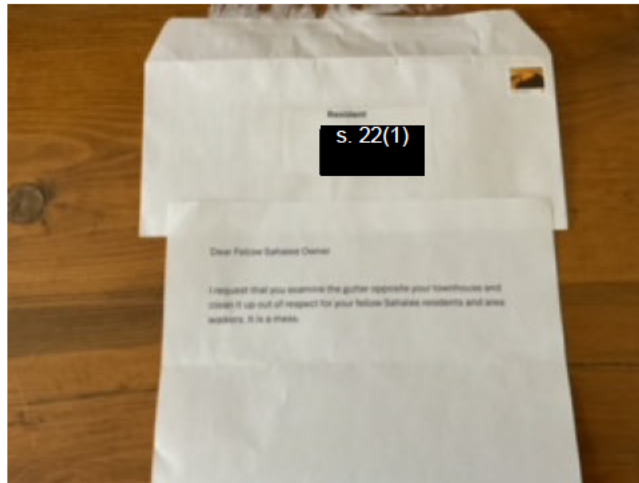
I am the owner and resident of [REDACTED] s. 22(1) and I oppose the formal development application for the sub-division of 2550 Queens from a single lot of 12,000 sqft to two lots of 6,000 sqft because I believe it will be the start of destroying the charm of homes on Queens in the Dundarave area which have always been on large lots in excess of 10,000 sqft and an unexpected higher density on a street that is already busy with traffic as a major arterial in Dundarave and as a bus route.

Regards,
[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Monday, April 1, 2024 10:01 AM
To: correspondence
Subject: Mail

CAUTION: This email originated from outside the organization from email address s.22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

My name is s. 22(1) and when I returned s.22(1) on Friday I found this in my mailrather a nasty letter I thought....and not quite sure what they are talking about...unless it is the street curbacross the street from my houseis that my responsibility??? s. 22(1)
s. 22(1)
West Vancouver s. 22(1)



Sent from my iPad

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 2, 2024 12:06 PM
To: correspondence
Subject: Where do seniors walk now?

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

To Mayor. Councillors and District,

Now the warmer weather is here the seawall is even more crowded now that we have allowed dogs on the wall.

Living and paying taxes in West Van for over 50 years I have watched the council spend money on dog parks, rainbow crossings, bicycle paths etc. For seniors living along Bellevue, sight impaired and not driving, the seawall has been the only place easy to get to and safe to walk. Every senior lives in fear of tripping over a dog lead and breaking a hip.

Does West Vancouver have any other safe walks in mind for seniors?

It is hard to imagine that any community (even West Vancouver) would not provide a safe area where seniors can walk safely.

I would be pleased to receive a response.

Thankyou

[REDACTED] s. 22(1)

West Vancouverm=,

[REDACTED] s. 22(1)

From: Mike Burns [REDACTED] s. 22(1)
Sent: Wednesday, April 3, 2024 2:39 AM
To: correspondence
Subject: North Shore Wastewater Treatment Plant
Attachments: A335D0FA-F0F9-4016-8814-EC8BF5448D3D.png; 271AFA02-DCFC-49F3-A38A-5588E2E51AF0.png; BA4142F8-24C7-43CA-9B70-53B8CF492698.png; D8AEC7B7-6825-4815-A1CC-BC59D8880E54.png; 702FD179-3AB7-4827-9ECD-83CAFE219E88.png; 974FD82D-BB72-4920-994F-8D9EC700C7C5.png

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

April 3, 2024

Dear Mayor and Council

As a homeowner and a West Vancouver taxpayer, I am asking that you, Mayor Sager and Council members reject the proposed \$730 a year for the next 30 years annual property tax levy for individual taxpayers in West Vancouver.

There has been no work on the North Shore Wastewater Treatment plant for three years now.

The terminated contractor, Acciona, is suing Metro Vancouver District and Metro Vancouver Regional District is suing Acciona. The taxpayer, through no fault of their own, is now caught in the middle and must NOT be used as a “no limits” bank with no controls or financial oversight in place to protect taxpayer interests.

In the Metro Vancouver Regional District, “Notes to Consolidated Financial Statements for 2022” pages 23, 24, 25 I have attached below, with the document link at the end of my letter. The cumulative totals show that for 2022 Metro Vancouver Regional District, Schedule of Renumeration and Expenses (Schedule 3, Page 1 of 1) employee wages and benefits totalled a staggering \$195,924,431.

Metro Vancouver District salaries and benefits could pay for HALF of the entire North Shore Wastewater Treatment Plant currently projected \$3.86 billion dollar cost, in a mere TEN years.

Mayor Sager, this is your chance to redeem yourself in the eyes of many West Vancouverites. I believe that you DO have the necessary skills and the relevant abilities to successfully navigate the people of West Vancouver away from facing the prospect of being financially responsible, with the ensuing long-term burden for all the failings, the liabilities, and the negligence that lies solely with Metro Vancouver Regional District, the Greater Vancouver Sewerage District, and the contractor, Acconia.

West Vancouver still has its old sewage treatment plant that is currently functioning as it was designed.

If the Federal Liberal government is insisting upon an increased level and modernization of sewage treatment, then insist THEY provide the necessary monetary funds. Otherwise with the current state of the project, the uncertainty over financing, and the totally unreasonable, long-term 30 year financial burden being proposed on North and West Vancouver taxpayers, of an additional \$730 a year property tax by Metro Vancouver District Commissioner and CAO Jerry Dobrovolny is going to be a “No Go,” and essentially will now leave this project ‘dead in the water’, until such funding from the Federal and Provincial governments gets the project back up and running.

At the time of the 2022 Metro Vancouver Regional District, Notes to Consolidated Financial Statements, Page 23, Year ended Dec 31, 2022:

15. Contingencies

Lawsuits

“As of Dec 31, 2022 there were various lawsuits pending against the District...”

I propose that if Metro Vancouver Regional District and any of its subsidiaries insist upon the taxpayers for providing all the monetary shortcomings in project funding, whereupon the taxpayer was never part of or privy to any of the project’s preliminary site investigations, project design, contractor selection and approval, that we “the taxpayers” seek court approval to launch a Class Action Lawsuit against Metro Vancouver Regional District, the Greater Vancouver Sewerage and Drainage District, and the former project contractor, Acciona to recover costs for financial losses we should have never suffered in the first place.

So in closing, I ask Mayor Sager and Council to defend the interests of taxpayers and property owners in West Vancouver, who elected you to represent the interests of all of us in West Vancouver.

<https://metrovancover.org/about-us/Documents/statement-financial-information-2022.pdf>

Yours truly,

Michael Burns

Please do not redact my name or email address.

s. 22(1)

West Vancouver, BC

s. 22(1)

s. 22(1)

s. 22(1)

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 25

Year ended December 31, 2022

(tabular amounts in thousands of dollars)

15. Contingencies (continued)

BCHMC Loan Funding

In 2022, MVHC entered into a demand non-revolving construction loan agreement with BC Housing Management Commission for funding for the Kingston Gardens re-development project. The maximum approved construction loan amount is \$44,642,752. Amounts drawn from the loan must be repaid no later than August 1, 2024. The BCHMC construction loan is to be repaid by a BCHMC investment of \$8,300,000 and take-out mortgage obtained through CMHC's National Housing Co-Investment Fund for \$29,411,377. Any amounts remaining of up to \$6,931,375, will be paid from MVHC's reserves.

Interest payable on the loan will be calculated based on a variable rate of not more than the Royal Bank of Canada Prime Rate plus 1.00%, compounded monthly, not in advance. As at December 31, 2022, no amounts were drawn from the demand loan.

Letters of Credit

At December 31, 2022, the GVS&DD is the named beneficiary of \$758 thousand (2021 - \$60.37 million) of irrevocable letters of credits from financial institutions related to construction projects and Solid Waste operations. These letters of credit are available under circumstances in which the service provider does not fulfil its obligation to the District and therefore the amount is not recorded as assets.

15. Contingencies (continued)

Self-Insurance Reserve

A self-insurance reserve has been established within accumulated surplus to cover losses resulting from uninsured liability exposures of the District.

Each year a review is undertaken to determine if it would be beneficial to purchase additional liability insurance. The District transfers amounts to the reserve depending on the reserve's adequacy to cover retained liability risk.

An estimate is made for all costs of investigating and settlement of claims annually and an adjustment is made to the reserve to maintain an adequate balance to cover potential losses in excess of recorded liabilities. These estimates are changed as additional information becomes known during the course of claims settlement. Any likely losses would be expensed at the time the losses are known and the amounts are reasonably determinable.

Debt Reserve Fund

The MFA is required to establish a Debt Reserve Fund for each debenture which is comprised of cash deposits and a non-interest bearing demand note (refer to note 5). If, at any time, the District has insufficient funds to meet payments due on its obligations to MFA, the payments will be made from the debt reserve fund. The demand notes are callable only if there are additional requirements to be met to maintain the level of the debt reserve fund, and therefore have not been recorded in the statement of financial position.

BCHMC Grant Funding

In 2018 and 2019, MVHC received funding of \$6.7 million in total from BCHMC relating to the re-development of Heather Place property. The conditions of the funding agreement stipulate that the property must be continuously used for the provision of housing for eligible occupants and there is no default under the loan or operating agreement over 35 years. Should a breach in the agreement occur, the outstanding balance of the funding would need to be repaid to BCHMC (\$6.7 million as at December 31, 2022). The contingent liability is reduced by 1/25th annually, commencing in the 11th year of the agreement. Payments of interest will not be required unless there is a default and consequently interest will be payable on the balance of the principal amount outstanding at prime plus 2% per annum, compounded semi-annually and not in advance.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 25

Year ended December 31, 2022

(tabular amounts in thousands of dollars)

15. Contingencies (continued)

BCHMC Loan Funding

In 2022, MVHC entered into a demand non-revolving construction loan agreement with BC Housing Management Commission for funding for the Kingston Gardens re-development project. The maximum approved construction loan amount is \$44,642,752. Amounts drawn from the loan must be repaid no later than August 1, 2024. The BCHMC construction loan is to be repaid by a BCHMC investment of \$8,300,000 and take-out mortgage obtained through CMHC's National Housing Co-Investment Fund for \$29,411,377. Any amounts remaining of up to \$6,931,375, will be paid from MVHC's reserves.

Interest payable on the loan will be calculated based on a variable rate of not more than the Royal Bank of Canada Prime Rate plus 1.00%, compounded monthly, not in advance. As at December 31, 2022, no amounts were drawn from the demand loan.

Letters of Credit

At December 31, 2022, the GVS&DD is the named beneficiary of \$758 thousand (2021 - \$60.37 million) of irrevocable letters of credits from financial institutions related to construction projects and Solid Waste operations. These letters of credit are available under circumstances in which the service provider does not fulfil its obligation to the District and therefore the amount is not recorded as assets.

SCHEDULE OF REMUNERATION AND EXPENSES

For the year ended December 31, 2022

Reconciliation of Remuneration to Financial Statements

Total Remuneration - Schedule of Remuneration and Expenses:

Employees (per Schedule 2)	
Base Salary	\$ 175,799,975
Taxable Benefits and Other	18,676,075
Members of the Board of Directors and Elected Officials (per Schedule 1)	1,448,381
	<u>\$ 195,924,431</u>

Total Salaries and Benefits per Consolidated Statement of Operations:

(Financial Statement Note 17a - Segmented information)	\$ 213,969,052
Items included in Consolidated Statement of Operations but not in Schedules 1 and 2:	
Employer paid corporate benefits	(41,094,106)
2022 salaries and benefit accruals	(44,378,947)
Amounts paid for temporary services	(851,301)
Items included in Schedules 1 and 2 but not in the Consolidated Statement of Operations:	
Salaries and benefits capitalized and included in tangible capital assets (Financial Statement Note 17 - Segmented information)	31,478,421
2021 salaries and benefits accruals	36,801,312
	<u>\$ 195,924,431</u>

*** For financial statement purposes, accrued employee wages and benefits are included in the financial statements, but are not reflected in remuneration paid to employees.

SCHEDULE OF REMUNERATION AND EXPENSES

For the year ended December 31, 2022

Statement of Severance Agreements

There were seven severance agreement under which payments commenced between the Metro Vancouver Regional District and its non-unionized employees during fiscal year 2022.

These agreements represent from 2 to 9 months of compensation.

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Yager, Elvina	76,691	1,453	-
Yan, Carol	117,001	4,103	1,977
Yang, Andy	85,168	4,962	496
Yang, Daniel	129,443	4,379	2,001
Yap, Anthony	103,314	11,717	836
Yasin, Amina	92,900	1,765	4,241
Yazdanpanah, Helia	131,337	4,850	4,250
Yee, Stephen	74,624	1,677	41
Yeung, Eugene	134,860	35,952	2,688
Yeung, Wendy	95,683	1,810	1,068
Yik, Susanna	86,056	3,899	350
Young, Jeff	97,817	26,527	1,884
Young, Sandy	99,975	1,880	1,401
Yu, Brian	87,633	6,092	1,145
Yu, Percy	133,329	4,861	2,295
Yuen, Ivy	94,053	2,938	1,007
Yutuc, Elvin	79,570	2,728	3,786
Zaremba, Lillian	153,024	5,148	10,267
Zavislak, Sean	69,626	11,679	58
Zerbe, Johann	76,095	1,421	71
Zhang, Patrick	78,584	3,377	2,016
Zhao, Wei	101,977	2,795	141
Zheng, Dana	143,313	6,564	3,195
Zhou, Lei	98,197	3,468	6,971
Zibin, Nicholas	75,579	3,389	3,582
Zibin, Sarah	122,882	20,476	3,161
Zimka, Colin	77,877	53,632	2,081
Zimmer, Glen	91,686	9,170	144
Zimmermann, Brianne	84,534	758	2,748
Zordan, Lena	73,878	1,549	205
Zou, Junhao	123,560	4,188	1,789
	\$ 144,427,823	\$ 15,313,377	\$ 2,487,967
Total for employees with remuneration of \$75,000 or less	31,372,151	3,362,698	572,401
	\$ 175,799,975	\$ 18,676,075	\$ 3,060,368

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
BOARD OF VARIANCE HEARING MINUTES
VIA ELECTRONIC COMMUNICATION FACILITIES
WEDNESDAY, FEBRUARY 21, 2024**

BOARD MEMBERS: Chair L. Radage and Members S. Abri, J. Elwick, D. Simmons, and R. Yaworsky attended the hearing via electronic communication facilities.

STAFF: P. Cuk, Board Secretary; N. Karimabadi, Supervisor, Residential Plans Examiners; and N. Shokar, Legislative Services Clerk, attended the hearing via electronic communication facilities.

1. Call to Order

The hearing was called to order at 5 p.m.

2. Introduction

Staff introduced the Board Members and described the hearing procedure.

3. Confirmation of the Agenda

It was Moved and Seconded:

THAT the February 21, 2024 Board of Variance hearing agenda be approved as circulated.

CARRIED

4. Adoption of the January 17, 2024 Minutes

Chair Radage referred to the minutes of the Board of Variance hearing held on January 17, 2024.

It was Moved and Seconded:

THAT the January 17, 2024 Board of Variance hearing minutes be adopted as circulated.

CARRIED

5. Time Limit of Board of Variance Orders

Chair Radage read out the following statement regarding Time Limit of Order Approving a Variance and noted that the time limit applied to each application approved by the Board:

Pursuant to section 542(3) of the *Local Government Act*, if a Board of Variance orders that a minor variance be permitted from the requirements of the bylaw, and the Order sets a time limit within which the construction of the building or structure must be completed, and the construction is not completed within that

time, the permission of the Board terminates and the bylaw applies. Further, if that construction is not substantially started within 2 years after the Order was made, or within a longer or shorter time period established by the Order, the permission of the Board terminates and the bylaw applies.

6. Application 24-009 (4123 Burkehill Road)

Staff confirmed the following requested variances regarding a deck and additions:

- a) 6.80 m to Front Yard Setback (Addition)
- b) 8.53 m to Rear Yard Setback (Addition and Deck)
- c) 0.72 m to Minimum Side Yard Setback (Deck).

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Redacted	Undated	1
Redacted	February 20, 2024	2
Redacted	February 20, 2024	3
Redacted	February 21, 2024	4
Redacted	February 21, 2024	5
Redacted	February 21, 2024	6
Redacted	February 21, 2024	7

Staff provided permit history of the subject property and responded to Board members' questions.

P. Huang (representing the owner of 4123 Burkehill Road) described the variance application for a deck and additions. P. Huang and staff responded to Board members' questions.

Chair Radage queried whether anyone had signed up to address the Board regarding the subject application.

F. Shirvani (address not provided) spoke in opposition to the requested variances and commented regarding: the qualifications of the associated architect; the pre-existing structure; hardship; disposal of construction waste; setbacks; and water runoff.

A Board member commented.

P. Shirvani (4107 Bayridge Avenue) spoke in opposition to the requested variances and commented regarding: privacy; disposal of construction waste; damaged trees; property lines; and bylaw enforcement.

M. Sadar (West Vancouver) spoke in opposition to the requested variances and commented regarding: building without permits; the scope of the requested variances; hardship; property lines; and water runoff.

S. Li (address not provided) spoke in opposition to the requested variances and commented regarding: setbacks; building without permits; dangers to neighbouring properties; disposal of construction waste; privacy; and architectural sign-off on the existing structures.

Staff informed that no one else had signed up to address the Board regarding the subject application and responded to Board members' questions.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated January 20, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submissions of P. Huang, S. Li, M. Sadar, F. Shirvani, and P. Shirvani:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-009 regarding a deck and additions at 4123 Burkehill Road with variances of:

- 6.80 m to Front Yard Setback (Addition)
- 0.72 m to Minimum Side Yard Setback (Deck)

BE ALLOWED pursuant to the plans dated December 18, 2023 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

Member Abri voted in the negative

It was Moved and Seconded:

THAT the Board defers further consideration of the following requested variance of Application 24-009 regarding a deck and additions at 4123 Burkehill Road:

- 8.53 m to Rear Yard Setback (Addition and Deck)

until more information is provided by the applicant regarding the construction.

CARRIED

7. Application 24-010 (705 St Andrews Road)

Staff confirmed the following requested variance regarding a single family dwelling:

- a) 1 storey to Number of Storeys.

Staff informed that no written submissions were received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
None.		

Staff provided permit history of the subject property and informed that the applicant was not present to describe the variance application.

Chair Radage queried whether anyone had signed up to address the Board regarding the subject application. Staff informed that no one had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated January 23, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-010 regarding a single family dwelling at 705 St Andrews Road with a variance of:

- 1 storey to Number of Storeys

BE ALLOWED pursuant to the plans dated January 24, 2022 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

8. Application 24-011 (6111 Bonnie Bay Place)

Staff confirmed the following requested variances regarding an elevator:

- a) 0.3% to Site Coverage Percentage (Elevator and Fireplace)
- b) 820.25 sqft to Floor Area Ratio (Elevator, Fireplace and Deck Weather Protection Canopy).

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Redacted	January 22, 2024	1

Staff provided permit history of the subject property.

H. Besharat (BFA Studio Architects, representing the owner of 6111 Bonnie Bay Place) described the variance application for an elevator. A Board member commented.

Chair Radage queried whether anyone else had signed up to address the Board regarding the subject application. Staff informed that no one else had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and

- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated January 23, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submission of H. Besharat:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-011 regarding an elevator at 6111 Bonnie Bay Place with variances of:

- 0.3% to Site Coverage Percentage (Elevator and Fireplace)
- 820.25 sqft to Floor Area Ratio (Elevator, Fireplace and Deck Weather Protection Canopy)

BE ALLOWED pursuant to the plans dated December 20, 2023 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

9. Application 24-012 (930 Burley Drive)

Staff confirmed the following requested variance regarding a new single family dwelling:

- a) 1.22 m to Minimum Side Yard Setback (Detached Garage).

Staff informed: of written submissions received for this application prior to the Board of Variance hearing; and of the correct plan dates associated with this application.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
P. Merrikh	February 13, 2024	1

Staff provided permit history of the subject property.

P. Merrikh and A. Nozdrachova (930 Burley Drive) and S. Mohammedi (representing the owners of 930 Burley Drive) described the variance application for a new single family dwelling and responded to Board members' questions.

Chair Radage queried whether anyone else had signed up to address the Board regarding the subject application. Staff informed that no one else had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated January 23, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submissions of P. Merrikh, S. Mohammedi, and A. Nozdrachova:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-012 regarding a new single family dwelling at 930 Burley Drive with a variance of:

- 1.22 m to Minimum Side Yard Setback (Detached Garage)
- BE ALLOWED pursuant to the plans dated January 19, 2024 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

10. Receipt of Written and Oral Submissions

It was Moved and Seconded:

THAT all written and oral submissions regarding the following Board of Variance Applications:

- Application 24-009 (4123 Burkehill Road))
- Application 24-010 (705 St Andrews Road)
- Application 24-011 (6111 Bonnie Bay Place)
- Application 24-012 (930 Burley Drive)

up to and including February 21, 2024, be received.

CARRIED

11. Public Question Period

There were no questions.

12. Next Hearing

Staff confirmed that the next hearing of the Board of Variance is scheduled for March 20, 2024 at 5 p.m.

13. Adjournment

It was Moved and Seconded:

THAT the February 21, 2024 Board of Variance hearing be adjourned.

CARRIED

The Board of Variance hearing adjourned at 6:26 p.m.

Certified Correct:

s. 22(1)

L. Radage, Chair

s. 22(1)

P. Cuk, Secretary

From: Patrick Weiler MP <patrick.weiler@parl.gc.ca>
Sent: Thursday, March 28, 2024 10:22 PM
To: correspondence
Subject: [BULK] March 2024 MP Newsletter

CAUTION: This email originated from outside the organization from email address bounce_0e847a2c-8ced-ee11-aaf0-002248223794_prod@bounce.myngp.com. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

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Dear Mayor and Council,

As we welcome spring we wish all those celebrating a very Happy Easter, Nowruz Mobarak, a joyous Holi, Happy Purim, and Ramadan Mubarak.

We announced that Budget 2024 will be delivered on April 16, which will be focused on improving the economic outlook for young Canadians and improving intergenerational equity, boosting innovation and productivity and reinforcing social supports.

In advance of the Budget, I heard from many small brewers in our riding about concerns with the excise tax, which I have brought up repeatedly to the Finance Minister. I am happy to report that we are cutting the excise tax in half for small craft brewers, and we are extending the 2% cap on excise duty for two more years. Other pre-budget announcements include [commitments to support more childcare spaces](#), [forgive loans for ECE workers in rural areas](#), and supporting education to make \$10/day childcare available for more families, while better recognizing renters with a [new Tenants Bill of Rights](#).

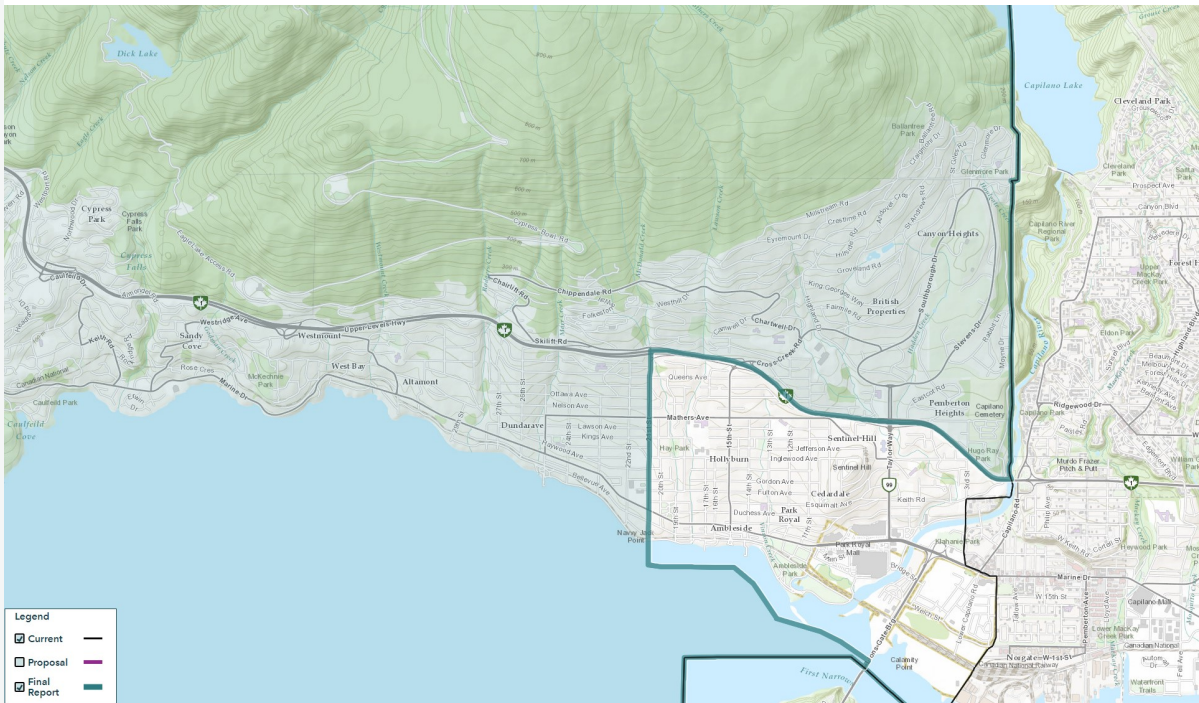
Legislation to update Canada's free trade agreement with Ukraine became law last week, while Canada both announced funding to increase our capacity to manufacture and deliver badly needed ammunition to Ukraine to allow them to repel Russia's illegal and unprovoked invasion.

Here in the riding, I had the opportunity to make some important affordable housing announcements. This includes funding through the federal government's Housing Accelerator Fund to work with [Gibsons](#), [Pemberton](#), and [Bowen Island](#) that will collectively result in almost 3000 badly needed additional homes being built in these three communities over the next decade by cutting red tape and streamlining processes. I also had the pleasure of announcing funding for the District of West Vancouver's [Age Well at Home initiative](#) to help more seniors live in their homes with dignity and the support they need. Importantly it will fund the Feed the Need program that delivers over 300 meals each week to vulnerable seniors in West Vancouver for a period of two more years.

As we continue to roll out the Canadian Dental Care Plan (CDCP), I've been hosting information sessions to answer questions about the plan and ensure constituents have the information they need to benefit from the largest expansion of Canada's public health care system in a generation. Our next sessions are in April on the Sunshine Coast, the details of which you can find below, and as always if you have any questions, please don't hesitate to reach out to our office.

From [attending Nowruz celebrations in West Vancouver](#), to joining the Muslim community for an Iftar in Whistler, celebrating Irish Heritage month with the Deputy Prime Minister (Tánaiste) of Ireland, and chatting with our Constituency Youth Council, it was great to be able to connect with so many people across our riding this month.

Finally, a reminder that as of April 23, 2024, the new federal electoral boundaries for the riding of West Vancouver – Sunshine Coast – Sea to Sky Country will take effect as per recommendations made by the independent Federal Electoral Boundaries Commission for the British Columbia. What this means is our boundaries in West Vancouver will shift westward, meaning all residents that live east of 21st street and below the Upper Levels Highway will no longer be in this riding after the next federal election. Residents in this area will instead be in the new riding of North Vancouver – Capilano, represented by Minister Jonathan Wilkinson, current MP for the riding of North Vancouver. I will still be representing all other parts of West Vancouver and no other changes to the riding have been made. For more information, [please visit this webpage](#).



Federal Updates

Fairness for Renters

In the leadup to Budget 2024, we're leveling the playing field for renters and making it easier for them to become homeowners. That is why we are:

- **Launching a new \$15 million Tenant Protection Fund.** This would provide funding to legal aid and tenants' rights advocacy organizations to better protect tenants against unfairly rising rent payments, renovations, or bad landlords.
- **Creating a new Canadian Renters' Bill of Rights,** developed and implemented in partnership with provinces and territories. This would require landlords to disclose a clear history of apartment pricing so renters can bargain fairly. We will also crack down on renovations, create a nationwide standard lease agreement, and give renters more agency.
- **Making sure renters get credit for on-time rent payments.** Renters deserve credit for the money they put toward rent over the years, especially when it comes time to apply for a mortgage for their first home. We're going to amend the Canadian Mortgage Charter and call on landlords, banks, credit bureaus, and fintech companies to make sure that rental history is taken into account in your credit score.

Building More \$10/Day Childcare Spaces

Through Budget 2024, we are committed to building more affordable child care spaces – saving more families thousands of dollars and helping more parents return to their careers. New measures will include:

- **Launching a new Child Care Expansion Loan Program.** With \$1 billion in low-cost loans and \$60 million in non-repayable grants, public and not-for-profit child care providers will be able to build new spaces and renovate their existing child care centres. This means more resources for child care providers and more affordable child care options for families.
- **Offering student loan forgiveness for rural and remote early childhood educators.** This will encourage educators to work in smaller communities and help families get the child care they need. With a \$48 million investment over four years, student loan forgiveness will increase the longer an educator works in a rural or remote area, attracting and retaining the talent, similar to the programs we're offering rural doctors and nurses.
- **Increasing training for early childhood educators.** We're investing \$10 million over two years to train more early childhood educators, building up the talent needed for the expansion of affordable, high-quality child care.

Additionally, British Columbia announced that over 930 child care spaces are moving into the province's \$10 a Day ChildCareBC program this spring, which will save families an average of \$920 a month per child. These spaces mean the Province has met – and exceeded – its target of bringing the number of \$10 a Day ChildCareBC spaces to 15,000 by this spring

Strengthening Canada-Ukraine Relations

This month, the modernized Canada-Ukraine Free Trade Agreement (CUFTA) received Royal Assent and became law. It is an important piece of legislation and examples of Canada's unwavering commitment to Ukraine and its people.

The modernized CUFTA will advance open, predictable and inclusive trade, increase transparency, reduce costs for businesses and support Ukraine's economic recovery and long-term prosperity. The agreement strengthens our trade relationship, encourages innovation and fosters economic growth for Canadians and Ukrainians alike, creating good jobs and local benefits.

We also announced this month additional financial and military support for Ukraine, to acquire more ammunition and defensive systems, and development and aid funding to continue helping the people of Ukraine as they fight back against Putin's aggression.

Constituency Updates

Investing in Affordable Housing Across Our Communities

We are delivering our affordable housing plan across the country, and we're seeing results right in our backyard. Through the Housing Accelerator Fund, we are working with municipal governments to fastrack the creation of over 100,000 housing units across Canada, including thousands in our communities.



On Bowen Island, I announced \$1.6 million for six local initiatives working on a variety of projects to eliminate barriers to housing. These will fast track dozens of housing units over three years, and the construction of 114 over the next decade.



On March 14th, I was in Gibsons to deliver \$2.1 million in funding to fast-track permitting for 58 additional homes over the next couple years, which will spur the construction of an additional 900 homes over the next decade. This will enable more missing middle and rental units that fill the specific housing needs identified by the Town of Gibsons.



I also had the opportunity to announce over \$2.7 million for housing initiatives in Pemberton, accelerating 98 housing units over the next three years and building more than 1,900 homes across the community in the next 10 years with proactive planning for infrastructure and the launch of an e-permitting system.

These investments represent one part of our \$70 billion National Housing Strategy, which is making a historic and generational federal investment in housing. We know there is much more to do, and by working with provinces and municipalities, the Government of Canada is stepping up to do our part.

Helping Seniors Age Well At Home



Seniors deserve to age with dignity and safety, and should have the choice to do so at home. We know however that they need support to be able to do this. To that end, I was proud to announce \$732,000 in funding for three incredible outreach initiatives in West Vancouver through the Age Well at Home Initiative.

Feed the Need began as a community-based response to seniors struggling during the COVID-19 pandemic to deliver nutritious meals to low-income seniors. What started out as a pandemic program with 600 meals a week has since become a permanent essential service for the community, delivering over 300 meals every week. Funding also went to Community Navigators, who offer peer support for seniors, and Snow Angels, who assign volunteers to shovel seniors' sidewalks and walkways when it snows. These are all incredible organizations, and I am thrilled that our government is supporting them.

These programs and the additional funding we're announcing will make a real, tangible difference in the everyday lives of seniors and provide practical support to those who are vulnerable. But the real heroes are the staff and over 900 women and men that volunteer in programs run by the Seniors Activity Centre, without which these programs would not be possible, and the without which the lives of seniors in our community would be very different.

Celebrating Nowruz



We have a vibrant Persian community on the North Shore, and that was on full display at the Charshanbe Sori, or Fire Jumping Festival, celebrated in the lead up to Nowruz. Jumping over the fire symbolizes leaving the bad in the year that past, and entering the new year with good energy.

With the onset of the spring equinox, communities around the world marked Nowruz. To everyone who celebrates, I hope you enjoyed time with friends and family while ringing in the new year. Nowruz Mobarak!

To help get into the spirit, Persian members of my Constituency Youth Council joined me at the beloved Golestan Bakery in West Vancouver to teach me some Farsi and try out some sweet treats. Check out the video below.



Welcoming our New Parliamentary Intern

In March, we were happy to welcome Ahdithya, who is working with me during his Parliamentary Internship Program. He got to see all the beautiful parts of my riding and take part in some special events - from an iftar in Whistler to visiting the Squamish Hatchery. He has been helping me in Ottawa with my work in various capacities, and it has been a joy to have him join us here in the riding.



Rolling out the Canadian Dental Care Plan



With the continuing rollout of the Canadian Dental Care Plan, my office is hosting information sessions across our riding to help those who are eligible now take advantage of this important new benefit. Applications first opened for seniors aged 87 and above on December 2023, to those aged 77 to 86 in January 2024, to those aged 72 to 76 in February 2024 and now those aged 70 to 71 in March 2024. In May 2024, applications will open for eligible seniors 65 to 69. At this time CDCP applications will shift to an online platform. Persons with a valid Disability Tax Credit certificate and children under the age of 18 will be able to apply online as of June 2024. All remaining eligible Canadian residents will be able to apply in 2025.

This month, I wrapped up information sessions in West Vancouver and the Sea to Sky, meeting just last week with seniors in Pemberton, Whistler, and Squamish. It was a pleasure connecting with everyone, and a big thank you to the organizers, without whom none of this would be possible.

Information sessions will be offered on the Sunshine Coast in the coming month of April:

- Gibsons Seniors Centre
 - Thursday, April 25
 - 2:30pm
- Sechelt Senior's Activity Centre
 - Friday, April 26
 - 2:00pm

If you have further questions about these sessions, please contact Donna Bell at donna.bell.842@parl.gc.ca

Moving Forward with \$10/Day Childcare in Our Communities



We are continuing to deliver the Canada-British Columbia Early Learning and Child Care Agreement, delivering \$10/day childcare across our communities. This month, I met with parents who shared their experiences with the newly \$10/day Brackendale child care program (located at Brackendale Elementary School) with the Sea to Sky Community Services. Parents shared how transformative this has been, talking about going back to work, using the money saved to go on family trips and enrol their children in recreational programs.

I look forward to seeing more childcare spaces created in the months and years to come, as we work towards an average of \$10/day childcare across BC by 2026.

Canada's Abandoned Boats Removal Program in Action



On January 16th I was at the Gibsons Public Market to make a \$1.6 million federal funding announcement to remove 34 abandoned boats from BC waters through the Abandoned Boats Program. From this funding, I am pleased to share some great news from one of our funding recipients, Freedom Diving Systems. They have completed the removal of abandoned boats located in Bear Creek Landing in Port Melon, Armours Beach, Plumpers Cove and Langdale.



Freedom Diving Systems is located in Gibsons, BC. The deconstruction site was in Bear Creek Landing, Port Melon.

The boats were located at different sites, one of them on Armour's Beach, a couple in Plumpers Cove and one in Langdale.

Visiting the Tenderfoot Creek Hatchery



It was a pleasure to welcome MP Mike Kelloway to Squamish this week to see all that our beautiful riding has to offer. We visited the Tenderfoot Creek Hatchery in Squamish who do important work on coho, pink, chum & chinook salmon stocks. They release more than 3.3 million smolts each year, and provide fishing opportunities for First Nations, recreational, & commercial fishers.

Connecting with our Constituency Youth Council

It was a pleasure as always to meet with our Constituency Youth Council who are embarking on an important project on housing that we hope to share with you soon!



Legislative Updates



Excise Tax Cut for Small Brewers

Our government is always there to support small businesses, and craft brewers are no exception. That is why we announced this month that we are cutting the excise tax in half for small craft brewers, and we are extending the 2% cap on excise duty for two more years. Canada, and my riding in particular, have some of the finest breweries in the world and they remain an important contributor to our local economy.

Cheers to that!

Finance Committee

The Finance Committee is busy in the lead up to Budget 2024, which is set to be delivered on April 16th 2024. I look forward to continue sharing the important news and announcements that will make a real difference for Canadians across the country in the days and weeks to come.

Updates on Israel-Gaza

On Monday, March 18th a motion was passed regarding the humanitarian crisis unfolding in Gaza amidst the ongoing war. I have received thousands of emails, calls and messages on social media, as well as in person conversations with constituents across my riding about this. I want to sincerely thank everyone for their advocacy.

I voted in favour of this motion for the following reasons: I support a ceasefire, the release of hostages, an arms embargo on Israel, continued support for UNRWA and other aid organisations, I respect international law and I believe that only a negotiated and comprehensive two-state solution is the way we will achieve peace.

You can read my [full and detailed statement on why I supported this important motion here](#).

Ramadan Mubarak



On March 10th Muslims in Canada and around the world marked the beginning of the holy month of Ramadan. It is marked most notably by fasting from dawn until sunset, broken at the end of the day with a meal called iftar. Throughout this month, Muslims will also gather with their community for extra prayers and to give charity, and it serves as a spiritual reset.

This year, Ramadan comes at a challenging time as the crisis in Gaza continues. Even in

these challenging times, I hope that this month is blessed and peaceful for you and your loved ones. Ramadan Kareem!

Happy Easter



On March 31st, Christians across Canada and around the world will celebrate Easter, a cornerstone of Christian faith that commemorates the resurrection of Jesus Christ. The lead-up to this sacred day, Lent, invites believers into a period of deep reflection, fasting, and charity, setting the tone for a meaningful Easter observance. To all those observing and celebrating, I wish you and your loved ones a Happy Easter!

Happy Holi



To Sikhs and Hindus who celebrated last Monday, I hope you had a Happy Holi. A time for reflection and marking the arrival of spring, I hope you and your loved ones had a wonderful celebration. Holi Hai!

Happy Purim



From sundown last Saturday to sunset on Sunday, Jewish communities celebrated Purim. A vibrant celebration filled with reading the Megillah, wearing costumes, eating hamantaschens and much more, I hope all those who celebrated had a Happy Purim! Chag Purim Sameach!

Irish Heritage Month



March marks Irish Heritage Month in Canada, a designation made official when the House of Commons passed a unanimous motion by MP James Maloney on March 10th, 2021. This commemorative month serves as an opportunity for all Canadians to learn about and celebrate the significant achievements and contributions of Canadians of Irish descent.

Thirteen percent of Canada's population has Irish roots and 16.4% of people in our riding, the 3rd most of any diaspora. Irish Heritage Month invites Canadians to explore and appreciate the rich cultural legacy and ongoing influence of the Irish community across the country.

It was great to be able to celebrate this month and St. Patrick's Day with the Deputy Prime Minister (Tánaiste) of Ireland Micheál Martin.

**OFFICE OF MP PATRICK WEILER
CONSTITUENCY OFFICE: 6367 BRUCE ST., WEST
VANCOUVER**

**OFFICE HOURS: WEEKDAYS
10AM-5PM**

Office of Patrick Weiler MP
6367 Bruce St
West Vancouver, BC V7W 2G5
Canada

If you believe you received this message in error or wish to no longer receive email from us, please [unsubscribe](#).

From: Jill Lawlor
Sent: Tuesday, April 2, 2024 6:52 PM
To: s. 22(1)
Cc: correspondence
Subject: Westhill Park

Dear s. 22(1)

Thank you for your correspondence regarding Westhill Park, which has been referred to staff for a response. First, I would like to express my heartfelt condolences for the loss of your beloved dog s. 22(1). I can only imagine how heartbreaking it must have been for you to experience such a tragic incident.

I want to assure you that your concerns have been heard, and I understand the importance of ensuring the safety of pets and their owners in our community. Losing a cherished companion under such circumstances is very distressing, and it's natural to seek measures to prevent such accidents from occurring again.

West Vancouver's off-leash parks have been integral parts of our community for decades, providing spaces for dogs and their owners to exercise, socialize, and enjoy nature. Please note that historically, our off-leash dog areas have not been fenced. While I empathize with your request to fence Westhill Park, we must consider the costs, and the impact on accessibility and functionality of the park.

However, I want to assure you that your safety concerns are not being overlooked. We are actively reviewing the possibility of implementing additional safety measures, such as additional rocks as a barrier along the western park edge. In addition, we will review bin and signage placement in the park.

Once again, please accept my sincere condolences for your loss. And please be assured that we value all resident input as we strive to create environments that are safe, enjoyable, and accessible for all members of our community.

With my condolences,

Jill

Jill Lawlor (she, her, hers)
Senior Manager of Parks | District of West Vancouver
t: 604-921-3467 | c: 604-418-3657 | westvancouver.ca



We acknowledge that we are on the traditional, ancestral and unceded territory of the Skwxwú7mesh Úxwumixw (Squamish Nation), səliwətał (Tsleil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation). We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial.

From: [REDACTED] s. 22(1)
Sent: Saturday, March 16, 2024 12:17 PM
To: correspondence
Subject: Safety is a Concern in West Vancouver Westhill off-leash Dog Park.
Attachments: westhill_park_march12_2024.pdf

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

[REDACTED] s. 22(1)
West Vancouver [REDACTED] s. 22(1)

March 12 2024

Please ensure the Safety of People using Westhill Park by Installing a Barrier

Dear West Vancouver District Council,

There is a document available on the internet called **Abbies Guide**. It was created by the West Vancouver District, and its specifically a resource guide about *Dog Ownership in West Vancouver*. On page 3 of the document, there is a list of 14 Parks listed that are "off-leash" in West Vancouver. One of which (number 13) is **Westhill-Park**.

Westhill Park is on Westhill Drive - it is within the British Properties just above 21st; but, this road is one of the busiest streets in the district. It is high time some changes are made in this park to keep up with the times.

Westhill-Park doesn't have protection and should NOT be designated as an off-leash dog park; there is no signage and no garbage cans and most importantly, **no fence**. There is absolutely no barrier keeping the inside park elements (like people) from the outside elements safe (like cars). . It doesn't have to be elaborate but there needs to be at least *something* there.

I say this because, having firsthand experience with the unthinkable happening to me in that park and I don't want it to happen to someone else. On [REDACTED] s.22(1), a **Commercial Landscaping Company Van** struck my [REDACTED] s.22(1) dog, [REDACTED] s.22(1) [REDACTED] killing her. Yes, my dog was off-leash; but I must remind you, this is said to be a designated "off-leash park". My dog was on the Grass in the Park.

The Driver of the landscaping Van, drove into the grass in the park, and struck my dog. Even after striking my dog, the driver continued to drive on the park grass coming to arrest near the electrical ground box at the top of the park to stop, (again on the grass) because he hit my dog.

Having no fence in a park that you have designated "off-leash" is dangerous. I was stupid not to realize at that time – Westhill Park is not equipped for much of anything. Westhill-Park has NO structure in place to prevent Vehicles from driving onto the park grass. The *sloping* ramp (where the pavement touches the concrete and meets the grass), stretches the entire perimeter of the park. It provides easy access for any *wheeled vehicles' tires* to encroach the grass. Even GoogleMaps clearly show "Figure-8" (Eternity) marks on the grass.

Why are cars driving on the grass? **NO-Vehicle**-should-have-access-onto that grass.

I am asking for your consideration to install a proper barrier fence in Westhill Park; so that drivers know they can NOT drive onto the grass. This way drivers will stick to the road and not veer onto the grass --not even for a moment. Because that is what the driver did when they struck my dog with their Van in s. 22(1)

Please make the Park Safer. Do not allow for another dog or even worse, a Person to be struck by a vehicle in the same park. If something like this does happen again -- and you have done nothing to make Westhill Park safer, the onus will be on you for knowing about the problem and not doing something about it.

The West Vancouver Community Centre has installed a fence on their park grass. In fact, there concrete footing was even constructed into the ground below for strength of their fence because why? The grass is beside a busy street and the fence is there to keep what is *inside* the fence, **off** the roadway and vice versa. During the design process, they called it the "*Great Lawn Safety Fence Design*" for that exact reason - safety. What is safe? Let's face it, for a park to be "off-leash" doesn't necessarily need a fence; however, an enclosed, fenced area is a guarantee for a dog to be safe from the outside elements. Safe from outside hazards coming in and dogs running out.

Please either update Abbies Guide (its due for an update anyway) and remove Westhill Park as being "off-leash" until you update the park. At minimum, add garbage cans, create a

designation for dogs by building a fence and include signage: The parks name, where cars can park, the hours of the park. **No Parking signs** for the other areas.

The District of West Vancouver doesn't have far to look for an example of a fantastic, well thought out, gated off-leash dog park; North Vancouver is a lovely example.

Thank you for reading my request and for your consideration in the matter.

Thank you,

s. 22(1)

West Vancouver s. 22(1)

Photos follow. 2 images of Abbies Guide and 4 of The car on the Grass today.

ABBIE'S GUIDE

A DOG'S LIFE IN WEST VANCOUVER

CONTACT US

If you have questions related to dogs, or if you have found or lost a dog, please contact the Bylaw & Licensing Department:

WEST VANCOUVER MUNICIPAL HALL
750 17th Street West Vancouver BC V7V 3T3

604-925-7152 | bylawdept@westvancouver.ca

call us: 8 a.m.-8 p.m.; 7 days a week

visit us: 8 a.m.-4:30 p.m.; Monday-Friday

westvancouver.ca/dogs

GIVE A DOG A HOME
CONSIDER ADOPTION

BC SPCA


Adopting a dog can change both its life and yours. Visit the West Vancouver branch of the SPCA at 1020 Marine Drive, or online at: spca.bc.ca/branches/west-vancouver.

[westvancouver](http://westvancouver.ca)

DOG LICENCES



Dogs over six months old need to wear a West Van dog tag. The licence needs to be renewed each January. Buy your dog a tag from the Bylaw & Licensing Department, West Van SPCA, or West Vancouver and Gleneagles Community Centres. Licences that are renewed early, will receive a significant discount. Spayed or neutered dogs will receive an additional discount (a veterinary report or other proof is required the first time).

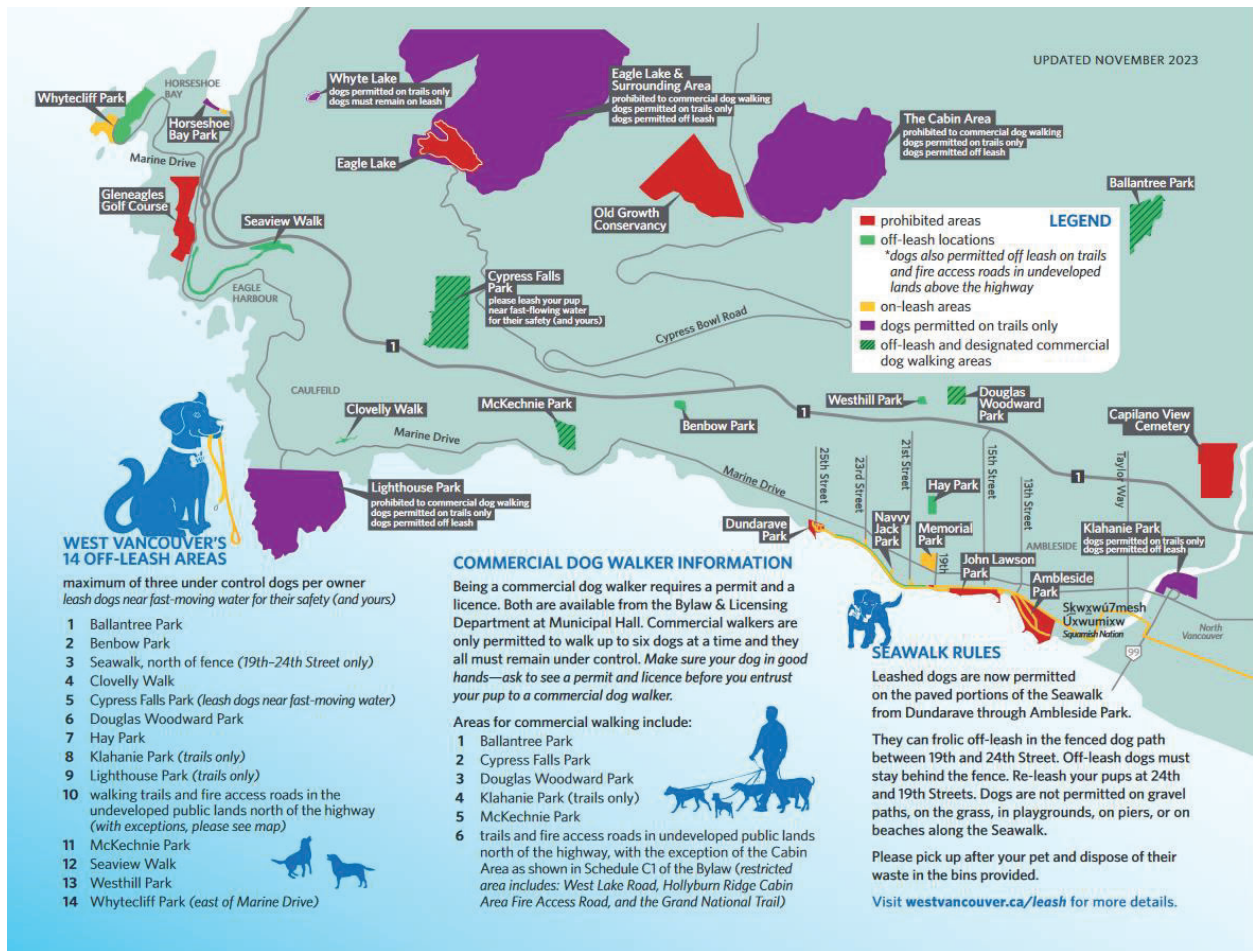
 Most importantly you'll have peace of mind knowing your pup can be found more easily if it goes off exploring on its own!

- » If you're new to town and have a licence from any other BC municipality, you can get a West Vancouver licence for \$10 from municipal hall.
- » If you lose your licence tag, you can get a replacement tag at Municipal Hall for \$10.

INFRACTIONS & MINIMUM FINES

There are bylaws in place so everyone, dog-lover or not, can enjoy our community. When bylaws aren't obeyed there may be a fine. Below are the rules and information you need to know in order to be a good dog owner.

- > failure to remove animal droppings \$150
- > dog not licensed \$150
- > dog without tag \$50
- > animal at large \$150
- > dog in prohibited area \$150
- > dog not under control in off-leash area \$100
- > dangerous animal at large \$500
- > dangerous animal not muzzled \$500
- > aggressive dog harassing/pursuing human \$500
- > animal injuring a person or pet \$500
- > barking dog \$100
- > keeping more than three dogs \$500
- > walking more than three dogs \$100
- > commercial walking of more than six dogs \$200
- > animal left inside vehicle \$150
- > animal untethered outside the passenger compartment of a vehicle \$150



Finally, On s.22(1) 2024, it was a lovely day outside. Still chilly, but the sun was out.

So, in the next 5 photos, you will see how a male was parked today, on the Westhill-Park-Grass, as though it is a 'parking lot' entirely for him.

THIS is what happens because there is no signage, and there is no fence in Westhill Park. This is how my dog was killed -- by someone deciding it is a good idea to park like this in an 'off-leash' dog park, named Westhill Park.

You will find 5 photos to follow. All taken s.22(1) 2024, around 12:30PM.









-end-